

The Majestic Delaware

The Nation's Foremost Historic River



FRANCIS BURKE BRANDT

THE MAJESTIC DELAWARE

By

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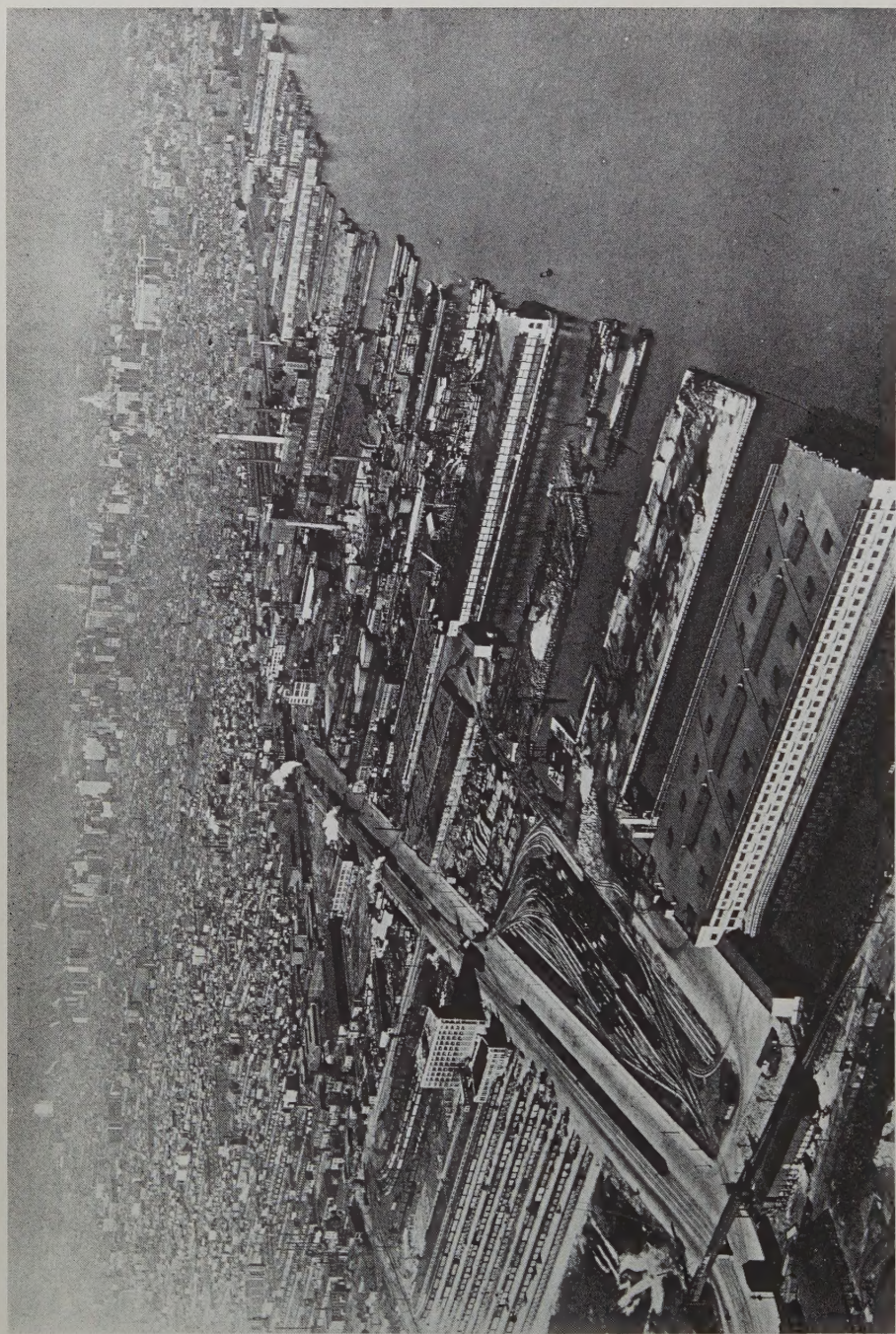
FROM its hidden sources in the Catskill Mountains until it flows into its broad bay and the Atlantic Ocean, the Delaware River courses for a distance of over two hundred miles majestic in the diversity and the magnitude of its beauty. Through mountain valleys and rocky gorges, past wooded isles and widespreading marshlands, by scattered towns and crowded cities, near patches and stretchers of flourishing farmland, the river narrows and widens, shallows and deepens, swirls and races—ever onward towards the sea, presenting throughout its course a panorama of kaleidoscopic natural beauty discovered in every age by discerning eyes and often recorded by artists.

Even the Indians appreciated the romantic beauty of the spot where the west branch and the east branch of the river, after flowing through Southern New York, come together near the north-east corner of Pennsylvania to form the eastern boundary of the Keystone State, for they called the point of junction of the branches *Shehaukan*, "the wedding of the waters." The Swedes, when they arrived on the Delaware in 1638, named the place where they first landed *Paradise Point*. An old annalist tells how the English founders of Burlington coming up the Delaware in 1677, caught the masts of their ships in an overhanging tree, and how the ship's passengers, "unconscious of the Philadelphia that was soon to be, were struck with the beauty of the site and spoke of its fitness for a town."



THE MAJESTIC DELAWARE

THE NATION'S FOREMOST HISTORIC RIVER



© Aerial photograph by Victor Dalling

THE BIRTHPLACE OF THE NATION ON THE DELAWARE RIVER—PHILADELPHIA

At the right of the large square building in the upper right-hand corner of the picture is visible Independence Hall, where the Declaration of Independence was adopted on July 4, 1776. At this very same spot the Constitution of the United States was framed and adopted in 1787.

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AUTHOR OF "THE WISSAHICKON VALLEY—WITHIN THE CITY
OF PHILADELPHIA" AND JOINT-AUTHOR OF "BYWAYS AND
BOULEVARDS—IN AND ABOUT HISTORIC PHILADELPHIA"

WITH OVER 150 ILLUSTRATIONS FROM ENGRAVINGS, OLD PRINTS, PHOTOGRAPHS AND
PAINTINGS, INCLUDING ORIGINALS BY STANLEY M. ARTHURS, DRAWINGS BY FRANK
H. TAYLOR AND AËRIAL VIEWS BY VICTOR DALLIN

*. . . in endless growth all good,—
In endless toil, beatitude.*

—BAYARD TAYLOR



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TO MY WIFE
LIDA ROBERTS BRANDT
IN GRATEFUL REMEMBRANCE



By courtesy of the Metropolitan Museum of Art

UPPER DELAWARE VALLEY AS PAINTED BY GEORGE INNESS

Fresh from its sources in the Catskill Mountains the Delaware River flows hidden in this sequestered mountain valley, pressing ever onward towards the great cities and the sea. Along its course unfolds a panorama of beauty discovered in every age by discerning eyes and often recorded by artists.

FOREWORD

THE first book ever published exclusively about the Delaware River, the present volume is a contribution to the biography of a river unsurpassed for its significance in the history of the American people.

The biography of a great river possesses something of the fascination of the biography of a great man. A river, too, has a personal history and even a "personality." The unique collection of river views gathered for this publication provides material for a full-length portrait of the Delaware from its sources to the sea. Pictured in all moods and in varied aspects, painted sometimes by great artists, the Delaware River, as here shown, is likely to prove a revelation even to many who think they know it well.

The biography of a river, too, is essentially a story of ships. From Henry Hudson's *Half Moon* to John Fitch's *Perseverance*, and from that to the greatest achievement of Delaware River shipbuilding—the gigantic battle cruiser *Saratoga*—the ships that figure on the Delaware River all mark epochs in the history of the nation.

This story of the Delaware is told in brief accounts of dramatic episodes, events and achievements. No attempt is made to repeat the familiar detailed history of the ancient but flourishing cities and towns that have grown up along the banks of the river. The great industrial side of the river and the results of three centuries of progress in the development of the river's great modern ports, which require whole chapters for adequate presentation, are only slightly treated or indicated in the illustrations.

The researches of the author have led to some important historic surprises, including notably the rediscovery of the first map of the Delaware River. To the numerous individuals and officials whose coöperation has made the book possible, grateful acknowledgment is here recorded. Special acknowledgment is made to the courteous officials of the Historical Society of Pennsylvania, Philadelphia Free Library, Library Company of Philadelphia, Philadelphia Commercial Museum, Boston Public Library, New York Public Library, New York Historical Society and others.



AT DELAWARE CAPES, OUTWARD BOUND—BY FRANK H. TAYLOR

Since the English navigator Henry Hudson, sailing under Dutch auspices in the Dutch ship the *Half Moon*, first entered the Delaware Capes, August 28, 1609, the history of the Delaware Bay and the Delaware River has been the story of adventurous ships coming from and going to every quarter of the globe for the upbuilding of the country and the nation.

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TREASURE ISLAND—GEM OF THE DELAWARE'S ENCHANTING ISLES

In this favored spot, twenty-eight miles above Trenton, is still preserved the beauty of primeval forest and river. Devoted today to the summer recreation and training of Boy Scouts, the upper central island was in 1737 the home of the perpetrator of the famous "Walking Purchase", by means of which the Penn family acquired vast territory in Pennsylvania that belonged to the Delaware Indians.

The Majestic Delaware

I

About the Beauty of the River

FROM its hidden sources in the Catskill Mountains until it flows into its broad bay and the Atlantic Ocean, the Delaware River courses for a distance of over two hundred miles majestic in the diversity and the magnitude of its beauty. Through mountain valleys and rocky gorges, past wooded isles and widespreading marshlands, by scattered towns and crowded cities, near patches and stretches of flourishing farmland, the river narrows and widens, shallows and deepens, swirls and races—ever onward towards the sea, presenting throughout its course a panorama of kaleidoscopic natural beauty discovered in every age by discerning eyes and often recorded by artists.

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THE NATURAL BEAUTY OF THE UPPER DELAWARE

As modern readers know, John Burroughs, the poet-naturalist, explored and first celebrated the upper Delaware and its branches. In his *Pepacton and Other Sketches*, first published in 1881, is included "A Summer

Boating," since republished in the Riverside Literature Series under the general title: *Afoot and Afloat*. Burroughs built his own boat and voyaged down the east branch of the Delaware for a distance of forty miles to the junction at Hancock, surprising Nature and winning new secrets from her on the way. All the characteristic literary charm of the poet and all the wise intimacy of the nature lover are to be found in this early essay, but above all in its pages is revealed the natural beauty of the Delaware itself.

This branch of the Delaware (says Burroughs), so far as I could learn, had never before been descended by a white man in a boat. Rafts of pine and hemlock timber are run down on the spring and fall freshets, but of pleasure-seekers in boats I appeared to be the first. Hence my advent was a surprise to most creatures in the water and out. I surprised the cattle in the field, and those ruminating leg-deep in the water turned their heads at my approach, swallowed their unfinished cuds, and scampered off as if they had seen a spectre. I surprised the fish on their spawning beds and feeding grounds; they scattered, as my shadow glided down upon them, like chickens when a hawk appears. I surprised an ancient fisherman seated on a spit of gravelly beach. . . . I presume he had angled there for forty years without having his privacy thus intruded upon. I surprised hawks and heron and kingfishers. I came suddenly upon muskrats, and raced with them down the rifts, they having no time to take to their holes. At one point, as I rounded an elbow of the stream, a black eagle sprang from the top of a dead tree, and flapped hurriedly away. A kingbird gave chase, and disappeared for some moments in the gulf between the great wings of the eagle, and I imagined him seated upon his back delivering his puny blows upon the royal bird. I interrupted two or three minks fishing and hunting alongshore. They would dart under the bank when they saw me, then presently thrust out their sharp, weasel-like noses, to see if the danger was imminent. At one point, in a little cove behind the willows, I surprised



THE DELAWARE RIVER NEAR ST. MARTIN'S CREEK

Dwellers in the cities on the banks of the far-reaching Delaware may well wonder at the incomparable charm of this scene. It is one of many where the landscape is lighted up by the peaceful waters of the river.

ABOUT THE BEAUTY OF THE RIVER



THE DELAWARE WATER GAP—A JOY IN ALL AGES

Engraved by Strickland from Thomas Birch's painting, this view of the Water Gap, made in 1800, first put it on record as a place of scenic importance in the new United States.

some school girls, with skirts amazingly abbreviated, wading and playing in the water. And as much surprised as any, I am sure, was that hardworked looking housewife, when I came up from under the bank in front of her house, and with a pail in hand appeared at her door and asked for milk. . . .

THE RIVER PICTURED BY JOHN BURROUGHS

Continuing his journey, Burroughs records the richness of the uppermost Delaware in birds and berries, trees and flowers, fish and forests. In his descriptions we meet the vampire lamprey and the wary trout; we scent the "welcome odor" of wild strawberries—dead ripe, and the tantalizing smell of "camper's coffee"; we see and hear the birds—the spotted-winged nighthawk, the whip-poor-will, the song sparrow, the cuckoo, the cliff swallow, the blue heron, the robin, the indigo-bird, the purple finch, the bobolink, the cockerel, the phoebe-bird, the cat-bird,

the osprey, the wild duck—an astonishing list. Sometimes we float on a "sweet swift running current"; sometimes on "a current that made between two and three miles an hour—just a summer idler's pace"; again on "a rough current besides a gentle vortex"; now come whirlpools and eddies—"long placid eddies"; "rock-eddies"; and "rapids." Now the river is hidden in showers; now flashing in sunshine. "The office of the sunshine," however, says Burroughs, "is slow, subtle, occult, unsuspected; but when the clouds do their work the benefaction is so palpable and copious, so direct and wholesome, that all creatures take note of it, and for the most part rejoice in it."

Burroughs has more than one picture of the Delaware destined to live in literature:

. . . about six o'clock, thinking another storm that had been threatening on my right had miscarried, I pushed off, and went floating down into the deepening gloom of the river valley.



A MAJESTIC MOUNTAIN RIFT—"EIGHTH WONDER OF THE WORLD"

Ever-satisfying for their beauty, the scenes along the Delaware near the Water Gap evoke added awe for Nature's skillful feats of engineering.

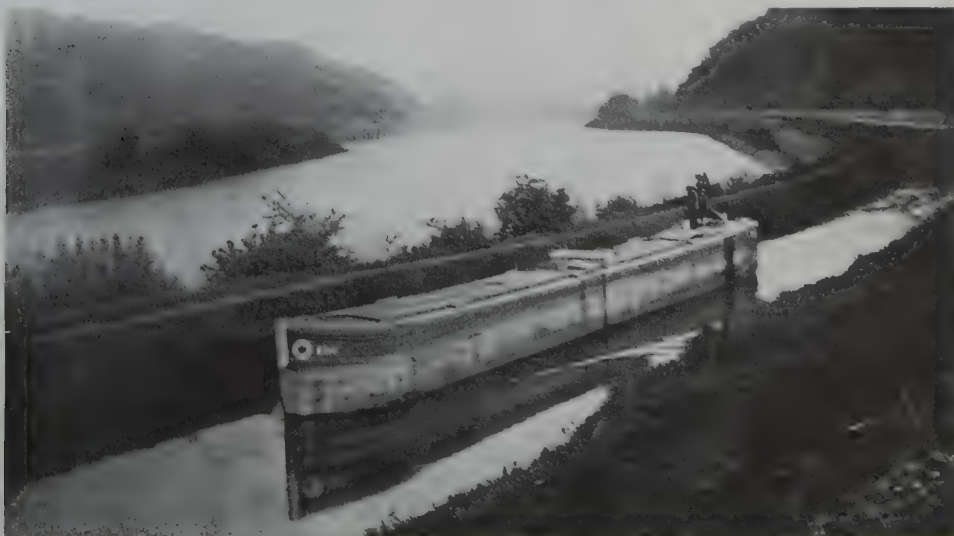
ABOUT THE BEAUTY OF THE RIVER



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THE RIVER AT EASTON FROM THE AIR

This striking view across the grounds of Lehigh University shows the Lehigh River joining the Delaware and brings reminders of the many alluring prospects below the city of Easton.



ON THE DELAWARE AND LEHIGH CANAL BELOW EASTON

THE MAJESTIC DELAWARE



THE CANAL AT TREASURE ISLAND

Here is an everyday masterpiece of natural art worthy of a place in European galleries.

The mountains, densely wooded from base to summit, shut in the view on every hand. They cut in from the right and from the left, one ahead of the other, matching like the teeth of an enormous trap; the river was caught and bent, but not long detained, by them. Presently I saw the rain creeping slowly over them in my rear, for the wind had changed; but I apprehended nothing but a moderate sundown drizzle, such as we often get from the tail end of a shower, and drew up in the eddy of a big rock under an overhanging tree till it should have passed. But it did not pass; it thickened and deepened, and reached a steady pour by the time I had calculated the sun would be gilding the mountain top. I . . . bared my back to the storm . . . let go my hold of the tree, and paddled rapidly to the opposite shore. . . .

Burroughs, however, was incorrect in thinking that the upper Delaware "had never

before been descended by a white man in a boat." In 1769, covering a distance of 238 miles in a canoe, Robert Smith of Burlington, New Jersey, with the help of some companions and Indian guides, as a climax to his complete canoe trip of 676 miles (which included the Hudson, Mohawk and Susquehanna Rivers), poled and paddled his way "down the Delaware," starting June 6 from a point a three hours' journey above "the mouth of Popoghton" (Pepacton), and reaching his home at Burlington June 10, after several stops on the way. Smith's crude journal of his journey is full of vivid glimpses of the river and of the teeming life on its banks and in its waters. Though his purpose was practical and his primary interest was timber, he shows more than once

ABOUT THE BEAUTY OF THE RIVER



A BOY'S PARADISE ON THE DELAWARE

At Treasure Island Boy Scouts imbibe and practice all that is best in the spirit and customs of the early Lenni Lenapi Indians. Underlying and interpenetrating all their activities, however, is the Delaware River's unconscious contribution of entralling beauty.

that he was not untouched by the beauty of the river.

In the Evening we passed thro the Water Gap being the Passage between the Kittatinny or Blue Mountains which are here very lofty and craggy; the Trees on their Tops appear as Shrubs. The Spectacle was grand and worthy of a particular Description but neither the Time or our Situation admitted of it.

Yet at Easton this hurried traveller found time for some more practical matters: "... we passed through the Wind Gap and stopt at Easton to drink some Punch and get shaved."

UPPER DELAWARE VALLEY

The beauty of the upper Delaware Valley, long celebrated among art lovers, has been

perpetuated by George Inness (1825-94) in a painting now regarded as one of the most notable in the Metropolitan Museum of Art.

In recent years the stretch of river from Hancock, where Burroughs ended his trip, through Port Jervis to the Delaware Water Gap, has claimed the admiration of canoeists, summer sojourners and motorists alike. Near Port Jervis, New York, where three states meet, the Delaware River again joins the mountains of the Blue Ridge; thence to the Delaware Water Gap the river scenery is unrivalled.

Listen to an enthusiast saying sixty years ago what is still true: "The forty miles of the course of this stream along the base of the mountain from Port Jervis to the Delaware Water Gap is unsurpassed in the variety and beauty of the pictures it presents; and taken in connection with the fine char-



EDWARD W. REDFIELD'S "THE DELAWARE RIVER"

In possession of the Corcoran Gallery of Art in Washington, this masterpiece of river interpretation is one of numerous important paintings that have found their inspiration at New Hope on the Delaware.

ABOUT THE BEAUTY OF THE RIVER



MOODY NATURE PLAYS WITH THE RIVER SCENE—BY DANIEL GARBNER

Another Delaware River subject of rare fascination by this artist, a leader in the New Hope art colony, is "The Quarry," which was recently added to the permanent collection of the Philadelphia Academy of Fine Arts.

acter of the roads, the numerous waterfalls adjacent, there is not perhaps a more desirable drive of the same extent along any river in the country."

And here is the reason: "Along the western base of the mountain the river flows majestically onward, lighting up field and forest, and adding a charm to a hundred landscapes, diverging from the 'blue hills' at times to give our New Jersey neighbors a portion of the rich valley, and again washing their rocky base; and, receiving the waters of the Bushkill fresh from its little Niagara, and then Brodhead's and Marshall's Creeks (prolific sources of speckled trout), the un-

wearied stream at length reaches the Water Gap to add the climax to its beautiful creations."

Milford, Bushkill and Shawnee-on-Delaware are only a few of the out-standing "paradises" of this region.

DELAWARE WATER GAP—THE WORLD'S EIGHTH NATURAL WONDER

The majestic rift in the rocky mountain that gives passage to the Delaware River through the Blue Ridge at the Delaware Water Gap has long been called the eighth natural wonder of the world. Richard



Courtesy of the Pennsylvania Railroad

AMONG THE HILLS AT STOCKTON

The whole region along the Belvidere Division of the Pennsylvania Railroad is a veritable artist's Arcadia.

ABOUT THE BEAUTY OF THE RIVER

Smith's testimony as to the grandeur of the spectacle in 1769 has just been quoted. As early as 1800, Thomas Birch, in a now historically important painting, engraved by Strickland, put the Water Gap on record as one of the places of scenic importance in the new United States. In 1867, its scenery, legends, and early history were set forth in an especially admirable book by L. W. Brodhead. In more recent times (1902), Charles F. Jenkins prepared and issued an appreciative little volume designed to draw attention to it: "From Philadelphia to the Poconos—A Guide to the Delaware Valley and the Delaware Water Gap." Current motor guides to the region are numerous.

The view of the Gap from Winona Cliff has always been the favorite spot of the artists. Here is seen to greatest advantage the peculiar sweep of the river as well as the charming curve on the Pennsylvania side of Mount Minsi, matching its shaggy New Jersey rival (Mount Tammany) in towering nearly 1600 feet. Of ever-satisfying beauty is the view from this same spot looking northward. "You will not be in a hurry," says the pioneer Brodhead, "to leave this spot. The sweeping curve of the mountain; the green fields cultivated on the sides of the corresponding hills; the islands and the river so closely hemmed in by hill and mountain as to resemble a lake, make altogether a picture of rare beauty."

ABOVE AND BELOW EASTON

Between Easton and the Delaware Water Gap is one of the alluring sections of the "Lackawanna Trail." The trail not only winds through the picturesque two miles of the gorge, but sweeps through numerous river towns preeminent for some aspect of the Delaware's beauty. Here may be seen the grim charm of Bangor, center of the slate industry; and prim and tidy Portland, with its extensive and far-reaching cement factories.

At Easton comes the beauty that goes with the sky lines of cities. When Wallace Nutting some years ago visited the Delaware Water Gap he seemed to find a little stream

that flows through the village more attractive than the Gap itself. Of the Delaware River, however, he was deeply appreciative. "A series of pictures of the Delaware alone," he rightly says, "in all its moods, and from youth to maturity, should be an achievement and an occupation sufficiently engrossing while it was being attained." Mr. Nutting had in mind "a journey undertaken to follow the Delaware wherever available by stream, or otherwise by canoe, from its upland waters to the vicinity of Easton."

Below Easton, however, is discoverable some of the most enthralling scenery to be found on the Delaware. Between Easton (Phillipsburg, N. J.) and New Hope (Lambertville, N. J.) the Belvidere Division of the Pennsylvania Railroad offers a feast of sequestered river beauty in an artist's Arcadia. Views along the Delaware and Easton Canal are masterpieces of nature's art. The canal and lock at Treasure Island make a picture worthy of a European gallery.

Speaking of the Nockamixon Rocks and the Narrows made by the steep and craggy palisades near Holland, New Jersey, Charles F. Jenkins says:

This is by all odds the finest bit of nature between Trenton and Easton, with its almost perpendicular walls of stratified rock, its scanty verdure and its cap of fields and forests. While there is but little soil in the crevices of the rocks, these ledges are particularly rich in their flora, and have long been visited by botanists in search of rare specimens. It is said that here can be found several northern plants not to be found elsewhere in the country south of New Brunswick. The rare *Sedum Rhodiola* clinging here to the naked rocks, is said to inhabit but one other spot in the United States. Here are also the Canada Water Leaf, Canada Violet, Ginseng, Purple Trillium and other rare specimens. The view from the summit of these crags is particularly fine, extending far up and down the winding river and across over the New Jersey farms and woodlands.

TREASURE ISLAND—NEAR KINGWOOD

Twenty-two miles below Easton and twenty-eight miles above Trenton is a wooded isle of enchantment—*Treasure Island*.

Here is located the summer camp organized under the auspices of the Philadelphia



© Aerial photograph by Victor Dallan

WASHINGTON CROSSING—SACRED TO BEAUTY AND TO HISTORY

Now a shrine visited by pilgrims from all over the world, this historic spot has been developed by commissions instituted by the Commonwealth of Pennsylvania and the State of New Jersey into a lovely park embracing both sides of the river.

ABOUT THE BEAUTY OF THE RIVER



© Aerial photograph by Victor Dallin

THE BEAUTIFIED RIVER FRONT AT HISTORIC TRENTON

On a site that slopes to the river's edge stands the State Capitol of New Jersey, surrounded by ancient historic buildings as well as by great modern structures. Trenton is the only city on the Delaware that has used its water front to full advantage for beautifying purposes.

THE MAJESTIC DELAWARE



A HISTORIC VIEW NEAR BORDENTOWN

This notable early print, engraved and colored by J. Drayton, shows the prospect enjoyed by Napoleon's distinguished relative when he lived here in the early part of the nineteenth century.

Council of the Boy Scouts of America. As many as 2500 boys in the summer season enjoy the outdoor delight of this boys' paradise, a gift of Edwin W. Bok. Nowhere is what is best in the spirit and customs of the early Delaware Indians so preserved and so potent as at Treasure Island. Indian craft, Indian lore, Indian prowess are here employed at their best for the healthy education of the American boy. Birds, trees, flowers, and all of nature's creations; outdoor activities of every conceivable sort, on land and water, athletic and industrial; sacred ceremonials built on Lenni Lenape traditions; all conspire to keep the boy camper "physically strong, mentally awake, and morally straight."

Deep in the quiet of the south woods on Treasure Island, every Friday evening during the summer, is held an inspiring ceremonial perpetuating the practices of the Lenape Indians, the original owners of the Delaware. Underlying and interpenetrating, however, all these activities at Treasure Island is the Delaware River's unconscious contribution of beauty. In this region of

the upper Delaware, at every turn of the head, one's heart literally "with rapture thrills."

Treasure Island has important associations with Pennsylvania history. It was the home of the perpetrator of the celebrated "Indian Walk" by means of which the Penn family acquired in 1737 vast territory belonging to the Delaware Indians. Robert Smith, on his memorable trip down the Delaware in 1769, stayed here over night. He says:

... we lodged with Edward Marshall who lives on an Island 35 Miles above Trenton which Island his Father bought of the Indians and he now holds it independent of any Government. This Marshall is the Man who performed the famous Walk for the Proprietaries of Pennsylv^a. in 1733, for which he tells us, he has never yet rec^d. any Reward.

THE ART COLONY AT NEW HOPE

Widely celebrated for its art colony, New Hope, Pennsylvania, across the bridge from Lambertville, New Jersey, is the local center for a group of artists whose acknowledged

ABOUT THE BEAUTY OF THE RIVER



SKY LINE OF AN ANCIENT RIVER TOWN

An old view of historic Bristol from Day's *Historical Collections*. Modern and progressive Bristol still preserves some of the quaintness of its original river front.

inspiration is the appealing beauty of the Delaware River.

Edward W. Redfield's studies of the Delaware in winter garb have caught secrets of the river that are captured only by the artist's eye. His "New Hope" was recently added to the permanent collection of paintings of the Pennsylvania Academy of Fine Arts in Philadelphia. His "Delaware River," now possessed by the Corcoran Gallery of Art in Washington, is an acknowledged masterpiece.

Eminent also among the contemporary artists at New Hope on the Delaware is Daniel Garber. His painting, "The Quarry," recently added to the permanent collection of the Philadelphia Academy of Fine Arts, is a Delaware River subject of rare fascination for its color tones. All of Garber's portrayals of the river, to be appreciated, must be seen in their rich coloring.

The art exhibition held here annually in the old mill under the auspices of the Phillips Mill Community Association brings out the best of both older and younger artists and always attracts widespread attention. Among newcomers to New Hope is Albert Rosenthal, who has bought a historic old house not far from the village and furnished it with his exceptional collection of antique furniture. Indoors or out-of-doors New Hope is a place of beauty.

THE DELAWARE RIVER ABOVE TRENTON—
WASHINGTON'S CROSSING

The charm of the Delaware immediately above Trenton has led to the development of Trenton's beautiful river front boulevard, and the founding, here and there on that thoroughfare, of large estates with riverside prospects.

At Scudder's Falls, seven miles above Trenton, is still preserved some of the surpassing beauty that characterizes the uppermost reaches of the Delaware. Unmatchable in its way, too, is the view at Washington's Crossing, particularly as recorded from the air.

BRISTOL AND BURLINGTON

Both at Bristol and at Burlington may still be seen the quaintness of the ancient river front town. A notable early print of the Delaware, recently on exhibition in the New York Public Library, is a line engraving colored by J. Drayton, showing a "View near Bordentown, from the Gardens of the Count de Survilliers" (the residence of Count Bonaparte, while he was living in New Jersey).

Burlington Island Park has long held a place in the esteem of excursionists from Trenton and from Philadelphia, not merely

THE MAJESTIC DELAWARE



From *Byways and Boulevards—In and About Historic Philadelphia*

ANDALUSIA ON THE DELAWARE—HOME OF THE BIDDLE FAMILY

Facing the Delaware River, this beautiful mansion was first built by a Philadelphia shipping merchant in 1794. Here lived later Nicholas Biddle, son of the distinguished Revolutionary patriot.

for its outdoor exhilarations, but for its restful woodland scenes.

IMPRESSIONS OF THE PHILADELPHIA RIVER FRONT

For the manysided Joseph Pennell the art appeal of the Delaware River was a genuine and exalted experience. In *Our Philadelphia* Mrs. Pennell has registered some of his impressions. In the very first meeting of the artist and his wife-to-be "he began to talk about Philadelphia, and its beauty"; a somewhat startling experience for her, she says, as in the eighteen-eighties—"It was unusual for Philadelphians to talk about their town at all." One day the artist and the writer, records Mrs. Pennell, went along Front Street, with its "glimpses at every crossing of the Delaware, Philadelphia's river of commerce that Philadelphians never went near unless to take the boat for Torresdale or, in summers of economy, the steamer for Liverpool"; then awoke anew Pennell's inspiration for the beauty and picturesqueness of the river front scenes.

In *Our Philadelphia* we find: "The Cherry

Street Stairs Near the River," "Front and Callowhill," "The Market Street Elevated at the Delaware End," and "Sunset—Philadelphia from across the Delaware." More than records of a patriotic artist, these drawings by Pennell are ineffaceable impressions of the picturesque steeped in a haunting background of river boats and beauty.

In later years Pennell came back to the Delaware, fascinated by what he regarded as the ugliness of the Delaware River Bridge, but also by the possibilities for art of the "romance of work," particularly as exemplified in certain river industries. In his pictures of *War Work in America* (1918) he demonstrates that in the shipyards on the Delaware he found much to incite his art instinct. "Whether the old wooden ship is finer in line than the new steel monster is more than I can decide," he records; "but I do know that both are well worth drawing."

Worthy of a place beside even Pennell's best is some of the work of Frank H. Taylor, who did much to preserve scenes and ships identified with the Philadelphia Delaware River front. Unpretending as to originality, Taylor's work, always faithful to authentic

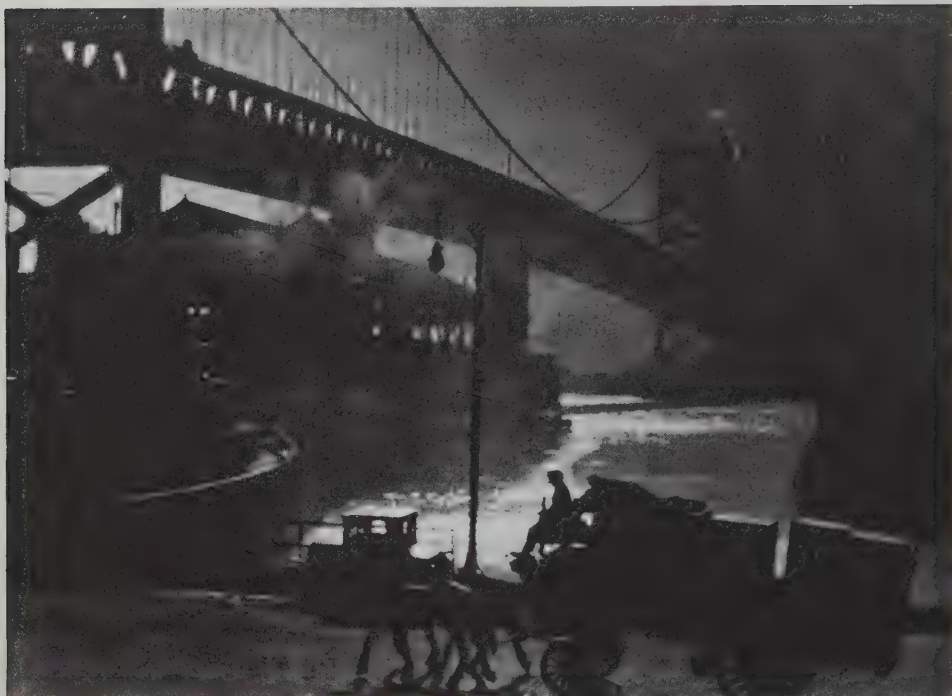
ABOUT THE BEAUTY OF THE RIVER



AT THE FOOT OF SOUTH STREET—BY FRANK H. TAYLOR

Reminiscent of the days when the Delaware river front was fringed with a forest of lofty spires and intricate cordage, and jib-booms of ships-of-sail projected far inshore from every wharf.

THE MAJESTIC DELAWARE



Photograph by Rittase

A BACKGROUND OF BEAUTY TO WORKADAY TRAFFIC

With a useful record of nearly 66,000 motor cars passing in a single day, this largest suspension bridge in the world, the new Delaware River Bridge at Philadelphia, is also celebrated for the graceful arching of its span.

records, is nevertheless touched with an imaginative spirit of artistic translation. His "River Front at South Street," his "Cope Liners," and other reproductions of ships, warehouses and river front streets show him as master, too, of the harbor's picturesque beauty.

PHILADELPHIA SKY-LINES AND HARBOR VIEWS

Long before Pennell and Taylor, however, the early lithographers and print makers discovered the art value of the harbor at Philadelphia. A complete "Iconography of the Delaware" would be invaluable. In a remarkable collection of American historical prints and early views of American cities, recently displayed in the New York Public Library and exhibited under the aegis of Mr. I. N. Phelps Stokes, there were shown

at least seven general views of the Philadelphia skyline and harbor, all belonging to the private collection of Mr. Stokes.

The largest and most important engraved view of Philadelphia is the well-known: "An East Prospect of the City of Philadelphia; Taken by George Heap from the Jersey Shore, Under the Direction of Nicholas Skull, Surveyor General of the Province of Pennsylvania." It was published in 1754, and engraved by Gerard Vandergucht (1696-1776), a prominent English engraver of Dutch descent.

The oldest engraved view of Philadelphia is a colored line engraving printed in London, 1730-40. It was made by J. Carwitham from an original drawing sent from Philadelphia. It is described: "An East Perspective View of the City of Philadelphia, in

ABOUT THE BEAUTY OF THE RIVER



Photograph by Rittase

MOONLIGHT ALONG THE WHARVES AT PHILADELPHIA



© Aerial photograph by Victor Dalling

A CHARMING VIEW OF CAMDEN FROM THE AIR

Camden, N. J., shares with Philadelphia in the beauties added by the graceful span of the new Delaware River Bridge. The spacious approach to the bridge on the Camden side has the attractiveness of a European plaza.

ABOUT THE BEAUTY OF THE RIVER



© By permission of Mrs. Joseph Pennell

From *Our Philadelphia*, published by the J. B. Lippincott Co.

PENNELL'S "SUNSET—PHILADELPHIA FROM ACROSS THE DELAWARE"

As is witnessed by picture upon picture, Joseph Pennell found repeated inspiration in the picturesque scenes of the Delaware River front.

the Province of Pennsylvania, in North America; Taken from the Jersey Shore."

An imposing view of the city from the Treaty Tree at Kensington, drawn by Thomas Birch, appeared in 1801. It was a line engraving by Samuel Seymour and colored. In the same year was published "Philadelphia, from the Great Tree at Kensington," drawn by G. Beck and engraved by T. Cartwright. This was an aquatint in colors.

A notable aquatint of Philadelphia, one of a series of views of the first cities of the United States, was made from an original water-color drawing about 1810 by the artist Bouquet (T. L. Bouquet de Woiseri). This view is historically important in showing an early stage coach and a steamboat believed to be the *Phoenix*, which was built shortly

after Hudson's *Clermont* and was taken from New York to the Delaware in 1808.

Reproduced in this chapter is an aquatint published in Paris about 1835, bearing the imprint of Hocquart, Paris; and Bailley-Ward and Co., "New Yorck." It was painted by Garneray and engraved by Hymely. The "Vue du Port de Philadelphie" appeared in a large collection of views of French and foreign ports. The French touch is evident both in coloring and in drawing. This is perhaps the most beautiful of all the early views of the harbor.

CAMDEN IN AËRIAL ART

Aërial as well as other photographs of recent years demonstrate the contribution photography is making in contemporary times to the artistic record of the real Dela-



Courtesy of the McClees Galleries, Philadelphia

THE MOST BEAUTIFUL OF ALL THE EARLY VIEWS OF PHILADELPHIA HARBOR—1835

This aquatint, painted by Garneray and engraved by Hymely, first appeared in a large collection of French views of harbors and ports.



© Aerial photograph by Victor Doolin

THE AIRMAN ENJOYS THE GRACEFUL CURVES OF THE RIVER AT PHILADELPHIA

THE MAJESTIC DELAWARE



LOOKING UP THE RIVER DELAWARE FROM THE SHIPHOUSE IN THE NAVY YARD

A reproduction of an old print "Engraved, Printed & Coloured by I. Hill," made from an original painting by I. W. Hill.



Courtesy of the McClees Galleries, Philadelphia

"PHILADELPHIA IN THE OLDEN TIME"

Copyrighted in 1875 by Smith and Gemelis, this lithograph of the harbor takes one back to still earlier days of stagecoaches and odd sidewheelers.

ABOUT THE BEAUTY OF THE RIVER



A "BIRD'S EYE" VIEW OF THE DELAWARE RIVER IN EARLY DAYS

This charming anticipation of aerial photography was "drawn on stone" by G. Mather. It is an important pictorial record of early nineteenth century Philadelphia.



Courtesy of the McClees Galleries, Philadelphia

PHILADELPHIA HARBOR, JANUARY 25, 1852

This "Correct View of the City of Philadelphia and the Delaware River" is from a contemporaneous lithograph made by L. Rosenthal at the corner of Dock and Third Streets.

THE MAJESTIC DELAWARE



THE OYSTER BOAT FLEET MAKING FOR DELAWARE BAY

The oyster boat fleet of Delaware Bay and River is the largest and finest in the world. The boats are built of wood and are used for the purpose of harvesting oysters.



WHEN DUCKS FLY OVER THE MARSHLANDS—BY DR. HENRY TUCKER

Artists vie with gunners in bagging Delaware River ducks.

ABOUT THE BEAUTY OF THE RIVER



© Aërial photograph by Victor Dallin

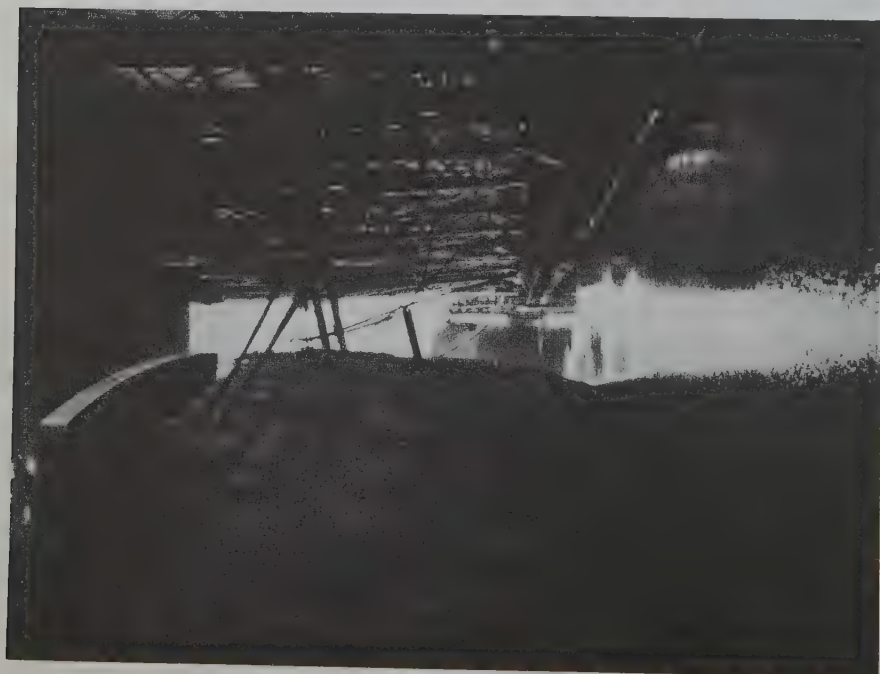
HISTORIC YACHTING CENTER ON THE DELAWARE AT ESSINGTON

The first yachtsman in America was the Swedish Governor Printz whose official mansion stood here on Tincum Island at the edge of the river. The site is now occupied by the Corinthian Yacht Club. The Delaware is a gay scene when the yachting fleet is out in full force.



Courtesy of the Atlantic Refining Co.

BOUND DOWN THE DELAWARE LOADED WITH OIL FOR DISTANT LANDS



A COVERED WET SLIP—AN UNFORGETTABLE SCENE IN SHIP-BUILDING



A "BEAUTIFUL CATCH" OF TUNA FISH FROM THE LOWER DELAWARE BAY

ABOUT THE BEAUTY OF THE RIVER



STURGEON AND SHAD STILL MAKE A FINE SHOWING AT PENNSVILLE

ware. Victor Dallin has a series of extraordinary views of the Delaware, especially appealing as instances of art from the air. River views by the Aero Corporation are also numerous and excellent. The changing harbor lines and sky lines of flourishing Camden, which shares with Philadelphia in the added beauties brought by the graceful span of the new Delaware River Bridge, shine out with genuine charm when rightly viewed from the air.

HOWARD PYLE'S DELAWARE RIVER

No artist has identified himself with the history and romance of the Delaware River to the same extent as Howard Pyle (1853-1911).

The Delaware was Pyle's studio. Living at Wilmington and spending numerous summers at Rehoboth Beach, which is fanned by breezes across Delaware Bay, Pyle acquired

such an intimate knowledge of the river, bay, and adjoining seacoast that its gleaming inspiration shows in all his drawings, writings and paintings.¹ Under the spell of the Delaware, indeed, Pyle as a teacher unlocked the personalities of more than one eminent artist: Stanley Arthurs, Maxfield Parrish, Violet Oakley, Thornton Oakley, Jessie Willcox Smith, F. E. Schoonover, W. J. Aylward, N. C. Wyeth. Founder of a school of illustrators, distinguished for vivifying magazine and book illustration, Pyle awakened in his pupils "ennobling visions which without his golden touch might have always slept." So testifies N. C. Wyeth.

In one of his earliest contributions to *Harper's New Monthly Magazine* (July, 1879), on a "Peninsular Canaan," Howard Pyle brought New Castle and Lewes into

¹The Wilmington Society of the Fine Arts rendered a notable service in 1912 by publishing a complete catalogue of Pyle's contributions.



HOWARD PYLE'S "SHADFISHING ON THE LOWER DELAWARE AT NIGHT—THE LAST HAUL BEFORE DAWN"
From *Harper's Weekly*, April 30, 1881

ABOUT THE BEAUTY OF THE RIVER



© 1904 Collier's The National Weekly

HOWARD PYLE'S "THE BURNING OF THE SHIP"—INSPIRED BY THE HISTORIC DELAWARE



AN UNUSUAL VIEW OF ENTERPRISING WILMINGTON

The fairy-like bridge in the far background spans the historic Brandywine Creek. This stream is seen turning away from historic Christiana Creek, but it joins it almost immediately in flowing into the Delaware River. On Christiana Creek the Swedes first landed in 1638.

ABOUT THE BEAUTY OF THE RIVER



© Aërial photograph by Victor Dallin

THE NEW MARINE TERMINAL AT WILMINGTON

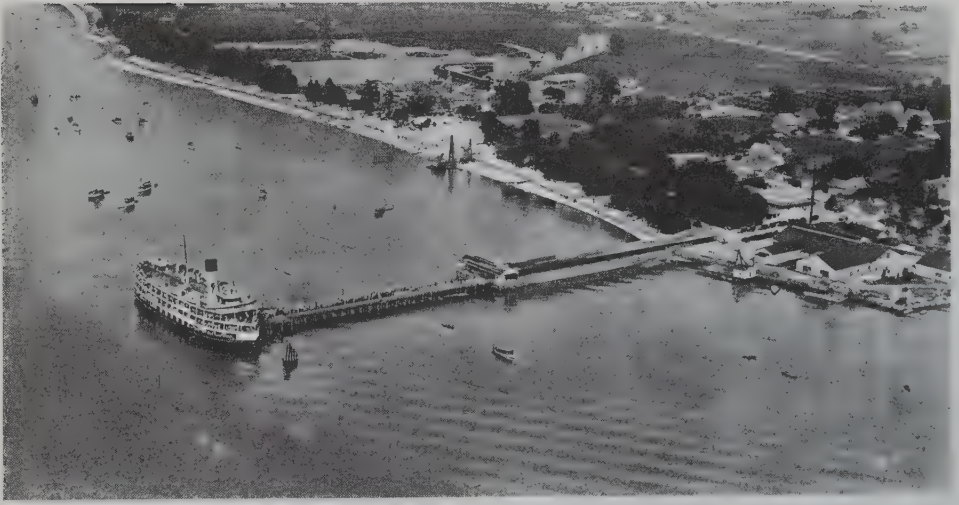
Even the attractiveness of the river is enhanced by Wilmington's increased port facilities.

the limelight of then current literature; and, in his illustration—"The Captain of the Yacht *Delaware*," caught and preserved not only the quaintness of the Delawarian freshwater "Cap'n" but also something of the bracing beauty of the river. In the September *Harper's* of the same year appeared this story: "The Last Revel in Printz Hall." Echoing his knowledge of the Swedish settlements on the Delaware at Tinicum Island and elsewhere, the illustrations for this story not only showed his ability to portray colonial life with accuracy and with a spirit that no one else had approached but they mark the beginning of the shining influence of the Delaware River in his artistic work.

The Delaware River runs through Pyle's

life. As early as March 9, 1878, he had shown its power over his imagination by his masterful full-page in *Harper's Weekly*, illustrating "The Wreck in the Offing." A quarter of a century afterwards, in *Collier's Weekly* for December 10, 1904, he showed the continued spell of the river by his stirring painting, "The Burning Ship," which is conspicuous, too, for the historic lure of the vanishing Dutch hull. In the period in which he was absorbed in "pirates" he revelled in the river. But in the reality of romance he never forgot the romance of reality, as is witnessed by his "Shad Fishing on the Lower Delaware at Night—The Last Haul Before Dawn" (*Harper's Weekly*, April 30, 1881).

THE MAJESTIC DELAWARE



© Aerial photograph by Victor Dallin

RIVERSIDE PARK NEAR PENNSGROVE

RIVER AND BAY MARINE VIEWS

Aside from Howard Pyle's contributions, the Delaware, notwithstanding its possibilities, has produced few or no important marine paintings. Some of Frank Taylor's drawings deserve at least mention in this connection. Possibly some overlooked or forgotten "masterpieces" are hidden in clubs or private homes, such as the dust-covered painting of the swift-winged sailing yacht *Maggie Lawrence*, still hanging on the walls of the old Charlie Lawrence sail loft on North Delaware Avenue; or the spirited yachting scenes on the Delaware River by the artist F. S. Cozzens, painted in the epochal days of 1883 and now owned by the Keystone Yacht Club at Tacony. Perhaps it should be mentioned here that gunning along the Delaware River, even within the precincts of Philadelphia, is still something of a live sport; and that, from time to time, artists, too, journey down the river with paint and brush to bag the lithesome duck in his happy marshlands.

But here, above all, should be named the painting of "The Cape Henlopen Light House" by Stanley Arthurs, brilliant pupil and follower of Howard Pyle.¹ In color,

space values, and depth of interpretation this painting will always take highest rank. Here, too, it should be recorded that the waters near the mouth of the Delaware Bay have been potentially influential in the creative genius of one of America's greatest marine artists, William T. Richards (1833-1905), a Philadelphian, justly celebrated for his "masterpieces of the sea." In his outline of the life and art of Richards, Harrison S. Morris quotes the artist's son as saying of his father: "He stood for hours in the early days of Atlantic City or Cape May, with folded arms, studying the motion of the sea,—until people thought him insane. After days of gazing, he made pencil notes of the action of the water. He even stood for hours in a bathing suit among the waves, trying to analyze the motion." Herein lay the secret of his skill in painting more faithfully than most artists the action and color of the water, although naturally he chose to depict more frequently breaking waves of

¹ Masterful historic paintings by Stanley M. Arthurs, dealing with celebrated happenings on the Delaware River, are reproduced and described elsewhere in this volume: "The First Landing of the Swedes on the Delaware, 1638" (jacket in color); "DeVries Claiming the Delaware for the Dutch"; "The Landing of the Swedish Governor Printz."

ABOUT THE BEAUTY OF THE RIVER



© Aërial photograph by Victor Dallin

DELIGHTFUL DELAWARE CITY—AT THE MOUTH OF THE DELAWARE AND CHESAPEAKE CANAL

faraway shores and seas. But it is a fact of record that it was to Cape May he went first for his schooling and his inspirations.

THE DELAWARE RIVER AND THE LITERARY ARTISTS

The Delaware River has not been without its inspirations for literary artists. The word paintings of the Upper Delaware by John Burroughs have already been cited. Howard Pyle, in *Within the Capes* and in numerous other writings involving the river, has also secreted the river's beauty in enduring words. In *Scribner's Monthly* for July, 1881, Maurice F. Egan has left a vivid pen-picture of the famous marshland once adjoining League Island on the north, popularly known as the "Broad Ma'sh," over which reed-birds flew by millions and where late in the afternoon flashed the repeated fire of ardent gunners pushing for rail. For

Egan's "A Day in the Ma'sh" no less distinguished artists than Joseph Pennell, H. R. Poore and Thomas Eakins were called in to do justice to the illustrations. There was a day, too, when all the breezy beauty of the oyster-catching industry of Delaware Bay was strong in its appeal to magazine writers and artists. While oyster-laden boats no longer come up the river to Philadelphia from Maurice River Cove, the oyster industry of Delaware Bay is as flourishing and picturesque as it was in the days when dignified old *Scribner's* did not hesitate to include along with an article on the poet Browning another on "The Biography of an Oyster" (September, 1891).

In more recent times, Christopher Morley, with pen dipped in indelible ink, has saved Hog Island for unborn generations; has created an understandable and human picture of the bewildering miscellany of League Island; has brought home the *Haverford* in



© Aerial photograph by Victor Dalling

THE QUAINT CHARM OF ANCIENT NEW CASTLE IS NOT LOST ON THE MODERN FLYER

ABOUT THE BEAUTY OF THE RIVER



© Aërial photograph by Victor Dallin

A PERFECT SPECIMEN OF ART FROM THE AIR

This aërograph of old Henlopen Light and its surroundings seems to justify the statement in the text: "The beauty of the Delaware, like beauty everywhere, is owned by those who see it."

a perfect gem of thrilling portraiture; and, in his homely but terrific story of unbroken faith—with scene set "at sunset time in old Penn Treaty Park," has found a significance in the level fire of the Delaware's red sunset, when it "sheets the river o'er with flame," that lifts it to the realms where things not made with hands never perish. John T. McIntyre, too, in his colorful romance *Blowing Weather*, has not only brought under the spell of his magic imagination the whole bustling port—with its tall ships, counting rooms, old traders, huge ledgers, cargoes and traffickings, sidestreets and shipping, noble hearted and high-headed men and women, and dishonest ones, too; but, in the book as a whole, and in many appealing passages, with a love born of knowledge and a skill borrowed from no man, has brought the

Delaware River into its own in the imperishable pages of literature. Nor should be forgotten, in this connection, the admirable stories for boys from the pen of Rupert Sargent Holland, who has found the Delaware a rich background for stirring adventures. Dr. John T. Faris also includes in his book *The Romance of Rivers* a chapter in his usual entertaining style on the Delaware River.

The beauty of the Delaware, like beauty everywhere, is owned by those who see it. Diversified as the seasons, it has appeared in all ages. Endless as the moods of the far-flowing river itself, it is illumined from the river's source to the engulfing sea by the morning light of mountains, the golden sunsets of cities, and the magic flashings of starlit waves.



CAPE HENLOPEN LIGHTHOUSE--BY STANLEY M. ARTHURS

Engulfed and destroyed in 1927 by the pitiless encroaching sea, this landmark of colonial days has been saved for all time by the appreciative genius of the masterful artist.



"THE BREAKERS"—FROM THE PAINTING BY WILLIAM T. RICHARDS (1833-1905)

Celebrated as one of America's greatest marine artists, Mr. Richards gained his chief inspirations and acquired the technique for his "masterpieces of the sea" from the waters at the mouth of Delaware Bay. At Cape May he often stood for hours with folded arms watching and studying the motion of the sea until he learned its luring secrets.

THE MAJESTIC DELAWARE



Liber ad Lectorem.

*Qui cupis ignotas Lector cognoscere terras,
Corpore quas fulgens contegit Vrsa suo,
Et simul extremos Borea, Caurig, recessus,
Et freta iam nautis pervia fluctu vagis.
Quasq, Sawojedus commutet vellere merces,
Quam latè Moschus proferat Imperium.
Impiger Hudsonius freta qua petretraverit, & qua
Restat adhuc Batavis gloria Martigenis.
Me pretio parvo redimas, animoq, revolvās,
Sim licet exiguus commoda magna feram.*

FIRST SHIP TO ENTER DELAWARE BAY (AUGUST 28, 1609)—A CONTEMPORARY SKETCH OF
HENRY HUDSON'S DUTCHSHIP THE "HALF MOON"

This frontispiece from Hessel Gerritz's delightful old account in Latin of Hudson's voyages, published in Amsterdam in 1613, is reproduced from the copy of the book in possession of the Boston Public Library.

II

The First Ships in from the Sea

FROM the discovery of the Delaware Bay by Henry Hudson in 1609 to the founding of Philadelphia in 1682 the story of the first ships that sailed the Delaware sparkles with adventures worthy of the prologue to the birth of a great nation.

All the adventurers to America before Hudson missed the Delaware. When New York held in 1909 its three hundredth anniversary celebration, there came to light in Rome a document which confirmed beyond doubt that the Italian navigator Verrazano, sailing under the auspices of Francis I of France, entered New York harbor in 1524. Professor Bacchiani of Rome, commenting on this newly discovered letter, which tells the story of the adventurous ship that sought for a passage to "the blessed shores of Cathay" and "the oriental lands of legends, spices, gold and gems," says: "The Dauphine turns to the northeast, coasts along the present States of Delaware and New Jersey, calling the coast with the names of *Cardinal di Lorena*, of *Admiral Bonivet*, protector and chief hierarch of Verrazano, of *Count di Saint Pol*, all high functionaries of the court of Francis I. *As will happen to other navigators coming after him, he noticed neither the bay of Chesapeake nor that of the Delaware.*"

FIRST DUTCH SHIP ON THE DELAWARE—
HUDSON'S "HALF MOON"

A Dutch ship, the *Half Moon*, in command of an Englishman, entered Delaware Bay August 28, 1609. Five days, therefore, before Henry Hudson reached Manhattan and first explored the great North River that bears his name, he became the discoverer of Delaware Bay. Hudson and his crew were the first white men to sail the Delaware waters.

Records of the Dutch East India Company are unmistakably clear about this ship. In the "Memoriael" or Memorandum Book in the archives of the Chamber of Zeeland is this entry in Dutch: "Ships sailed in the year 1608 from Amsterdam. The yacht *Half Moon*, forty lasts, Skipper Henry Hudson." In Dutch the ship's name is entered "halve mane" and Hudson's name is spelled "Heijndrick Hoitsen." In the archives of the Chamber of Amsterdam, in the "Uitloopboekje" or "Sailing Book" of ships from 1603 to 1700, is a confirming entry: "In the year 1608, (from) Amsterdam, (sailed) the yacht *Half Moon*, forty (lasts), destined for the north; 1610 has returned."

A boat or "yacht" of eighty tons burden, the *Half Moon* has been made real for modern eyes by a remarkable replica built by the people of Holland and presented to the Hudson-Fulton Celebration Commission in 1909. By courtesy of the secretary of the commission, Dr. Edward Hagaman Hall, is reproduced here a photograph of the fore deck of the *Half Moon*. After much research in this country and in the Netherlands the general features and equipment of the *Half Moon* were worked out with astounding detail and accuracy.

In planning the replica the Hollanders found the complete plans of the *Half Moon's* sister ship, the *Hope*, which was rigged, fitted, inventoried, and cost the same as the *Half Moon*; also a unique engraving by T. Sanredam, published in Amsterdam in 1606 by Willem Jansz Blaew, and representing the water front of Amsterdam with many ships including the type of the *Half Moon*. For building the replica the Dutch Government gave some great balks of oak timber that had lain submerged in the wet dock at the Royal Navy Yard in Amsterdam for over a hundred years.

Figürliche Abbildung von dem Streit gehalten den 3. und 4. Octobris: durch 7. Holländische schiffender N. Herrn Staaten / gegen 6. Spanischen Schiffe / in welchem die Hollender obzuegen / und deren 2 in den grundt gesenck / 2. bey Newen und Dutzendten am Schiff gesessen und Eynen zu Wasser anthon.

Verzeichung derer Schiffe.

- 1 Schoner des Schiff von Johan Caut, der halbe Mohn.
- 2 Grotsche Jacht.
- 3 Gerard Olst.
- 4 Janz Purck Mol.

- 5 Grotsche Jacht von Kappitein.
- 6 Grotsche Jacht.
- 7 Laren Loeber.
- 8 Wie sich die Schiffe aller erst bei Ostende sehen lassen.



A RECENTLY DISCOVERED CONTEMPORARY ENGRAVING OF THE "HALF MOON" (1604)

In the frontispiece of "The Siege of Ostend," published in 1604, is represented the battle between six Spanish and seven Dutch ships. The ship marked "A" is described as "der halbe Mohn."

CONTEMPORARY SKETCHES OF THE "HALF MOON"

In 1925 the Anderson Galleries in New York brought to light the apparently new contemporary engraving of the *Half Moon*. In the frontispiece of a book (*Belagerung von Ostende, etc.*) published in 1604 and describing the siege of Ostend, October 3-4, 1603, is represented the battle between six Spanish ships and seven Dutch ships. The first ship named in the engraving is the

Half Moon (A Bedeutet das Schiff von Johan Caut, der halbe Mohn). The *Half Moon* of the engraving carried ten guns, showing a ship of eighty tons burden, which was the size of Hudson's boat.

A frontispiece woodcut that is undoubtedly also a contemporary representation of the *Half Moon* is to be found in Hessel Gerritz's account of Hudson's voyages, published in Amsterdam in 1613. This Latin edition of the book (*Descriptio ac delineatio geographica detectionis freti, sive transitus*

THE FIRST SHIPS IN FROM THE SEA

ad Occasum supra terras Americanas) includes beneath the frontispiece a Latin poem in which the "tireless Hudson" is mentioned by name (*Impiger Hudsonius*).

JUET'S LOG OF THE DISCOVERY OF THE DELAWARE

In the pages of the log of Robert Juet of Lime-house, Hudson's first officer, one may sail into Delaware Bay with the first white men, and share vividly in the happenings of that memorable August day in 1609. Hudson and Juet spent the day vainly in sounding and groping for the great north-west channel that was to bring them to the coveted East; but, in opening the way for the exploration and settlement of the Delaware Bay and River, were successful indeed in making red-letter history.

The Delaware first appears in historic literature in Juet's record for August 28, 1609:

The eighth and twentieth, faire and hot weather, the winde at South South-west. In the morning at sixe of the clocke we weighed, and steered away North twelve leagues till noone, and came to the point of the Land, and being hard by the Land in five fathomes, on a sudden wee came into three fathoms; then we beare up and had but ten foote water, and ioyned to the Point. Then as soon as wee were ouer, wee had five, sixe, seven, eight, nine, ten, twelve, and thirteen fathoms. Then we found the Land to trend away North-west, with a great Bay and Rivers. But the Bay we found shoald; and in the offing wee had ten fathomes and had sight of Beaches and drie Sand. Then we were forced to stand backe again. So we stood backe South-east by South, three leagues. And at seven of the clocke wee Anchored in eight fathomes of water; and found a Tide set to the north-west, and North, North-west, and it riseth one fathome, and floweth South South-east. And he that will thoroughly discover this great Bay must have a small Pinnasse, that must draw but foure or five foote water, to sound before him. At five in the morning we weighed, and steered away to the Eastward on many courses for the Nother Land is full of shoalds.

WHAT THE "HALF MOON" ACCOMPLISHED

Tame and inappreciative of the significance of Hudson's discovery is the official



FOREDECK OF THE "HALF MOON"—FROM THE
REPLICA OF 1909

summary found in an account of the rise, establishment and progress of the Dutch East India Company first translated into English in 1703:—"In the year 1609, the Company sent a very expert Pilot call'd Henry Hudson with a Flyboat to find out a North-East or North-West passage to China, but he return'd without bringing his design to bear."

As appears in Juet's log, Henry Hudson only "came to the point of the Land," but that "point" became Cape Henlopen, which has meant so much since to generations of mariners. Henry Hudson "found the Land to trend away North-west with a great Bay," and that land became the State of Delaware. Henry Hudson "in the offing . . . had sight of Beaches and drie Sand," and those beaches and sand became Cape May. Then, at the end of the day, "at seven of the clocke," Henry Hudson anchored and "found a Tide set to the North-west, and the North North-west, and it riseth one fathome, and floweth

THE MAJESTIC DELAWARE

South South-East"; and since that day the tide of the guessed-at-Delaware-River has risen and fallen with unerring regularity and carried men and ships on weighty missions from and to all quarters of the globe.

DE LAET'S VERSION OF THE DISCOVERY

A contemporary of Hudson, De Laet, who had access to Hudson's lost journal, in a book on the "New World," says of this voyage:

They continued to run along the coast to the north until they reached a point from which the land stretched to the west and north-west, and there was a bay into which several rivers discharged. From this point land was seen to be to the east-north-east which they took to be an island, but it proved to be the mainland, and the second point of the bay in latitude 38° 54'. Standing in upon a course north-west by north they soon found themselves embayed, and, encountering many breakers, stood out again to the south-south-east. They suspected that a large river discharged into the bay, from the strength of the current that set out and caused the accumulation of sands and shoals.

As this passage shows, Hudson's latitude for Cape May is within one and one half minutes of being correct, Cape May being 38° 55½'.

HUDSON'S CONTRACT WITH THE DUTCH COMPANY

A document big with the fate of the Delaware, Hudson's contract, deserves record here:

On this day, the 9th of January, in the year of our Lord, one thousand six hundred and nine, the Directors of the ten years' account of the Chamber of Amsterdam of the East India Company on the one part, and Mr. Henry Hudson, Englishman, assisted by Jodocus Hondius, on the other part, have agreed and covenanted with each other in the manner following, to wit: that the aforesaid Directors at the first opportunity shall equip a small ship or yacht of about thirty lasts, well-provided with men, provisions and other daily necessities, wherewith the aforesaid Hudson shall sail about the first of April to seek a notherly passage around the north side of Nova Zembla and so long follow the longitude (or, that direction) that he shall be able to sail southward to the lati-

tude of sixty degrees, and try to become as well acquainted with the lands [seen] as shall be possible without considerable loss of time; and, be it feasible, immediately to return in order to give to the Directors a faithful report and relation of his voyage, and hand over his journals, courses, charts, and [account of] everything that has befallen him on the voyage, without holding anything back. For which intended voyage the Directors shall pay to the aforesaid Hudson, as well toward his outfit for the aforesaid voyage as to the support of his wife and children the sum of 800 guilders. And in case [which God forbid] he should not return to this country here or hereabouts within a year, the Directors shall pay besides to his wife 200 guilders current money, and therefrom shall not be bounded further to him and his heirs. . . .

Hudson did return to Holland but later entered the service of the English East India Company. On his fourth voyage, in the ship *Discoverer*, while continuing the search for a northeast passage through what is now Hudson's Strait, his crew broke into mutiny and set him adrift in a shallop with seven others who were sick and disabled. The ultimate fate of the great navigator no one knows.

OTHER DUTCH ARRIVALS ON THE DELAWARE— 1614-1633

Hudson's visit to Delaware Bay in 1609 soon bore fruit. Between 1614 and 1633 several Dutch ships made history on the Delaware.

In 1614 arrived in Delaware Bay the ship *Fortune*, commanded by Captain Cornelis Jacobsen May, whose name was finally given to Cape May, and who is credited with giving to the present Cape Henlopen the name Cape Cornelis.

Written on a half sheet of paper, preserved in the Royal Archives at the Hague, is a Minute of the States General, dated October 11, 1614, which makes clear that Captain May, along with four other Dutch skippers, had already in the year 1614 made discoveries in American waters:

Whereas . . . owners of the Ship named the Little Fox whereof Jan de With has been Skipper . . . owners of the two ships named the Tiger and the Fortune, whereof Aedriaen Block and Henrick Cortiaenssen were Skippers . . .

THE FIRST SHIPS IN FROM THE SEA



WHERE HUDSON SIGHTED LAND IN 1609—DELAWARE BAY OFF CAPE MAY POINT

De Laet, writing of Hudson's discovery of Delaware Bay, says: "From this point land was seen to be to the east-north-east which they took to be an island, but it proved to be the mainland, and the second point of the bay in latitude $38^{\circ} 54'$." Modern Cape May boasts itself to be "an island out at sea."

owners of the Ship named the Nightingale, whereof Thys Volckertssen was Skipper . . . owners of the ship named Fortuyn, whereof Cornelius Jacobssen May was Skipper, all now associated in one Company, have respectfully represented that they the petitioners . . . had, during the present year, discovered and found with the above named five ships, certain New Lands situate in America. . . . We have consented and granted . . . that they shall be privileged exclusively to frequent or cause to be visited, the above newly discovered lands.

Filed with this Minute, and the resolution of the States General which preceded it, is a celebrated Figurative Map, called by I. N. Phelps Stokes the Figurative Map of Adriaen Block. A record of the whole region of New Netherland and New England, and the earliest map in which Manhattan appears as an island, Block's map is important also as the first map in which the position of the Delaware River and Bay are indicated, although only roughly sketched and crudely recorded by an unnamed river mouth.

"THE ONRUST"—FIRST SHIP UP THE RIVER

Another Dutch ship that figures in the earliest history of the Delaware was the *Onrust*

(*Restless*), commanded by Captain Cornelis Hendricksen.

Built to replace the burned *Tiger*, the *Onrust*, the first boat built in American waters, cruised down the coast from Manhattan in the summer of 1614, after Captain May's return to Holland, and completed the explorations begun by May and Block. A small craft of sixteen tons burden, forty-four and a half feet long, the *Onrust*, the first boat to explore the Delaware River, added to this distinction the discovery of the Schuylkill River.

The documentary records of the explorations made by Captain Hendricksen in the *Onrust* are remarkably complete. In the Royal Archives at the Hague is filed the following resolution of the States General, dated Thursday, August 18th, 1616:

Cornelis Hendricks", Skipper, appears before the assembly, assisted by Notary Carel van Geldre, on behalf of Gerrit Carel van Geldre, on behalf of Gerrit Jacob Witsen, Burgomaster at Amsterdam . . . rendering a Report of the second Voyage, of the manner in which the aforesaid Skipper hath found and discovered a certain country, bay and three rivers, lying

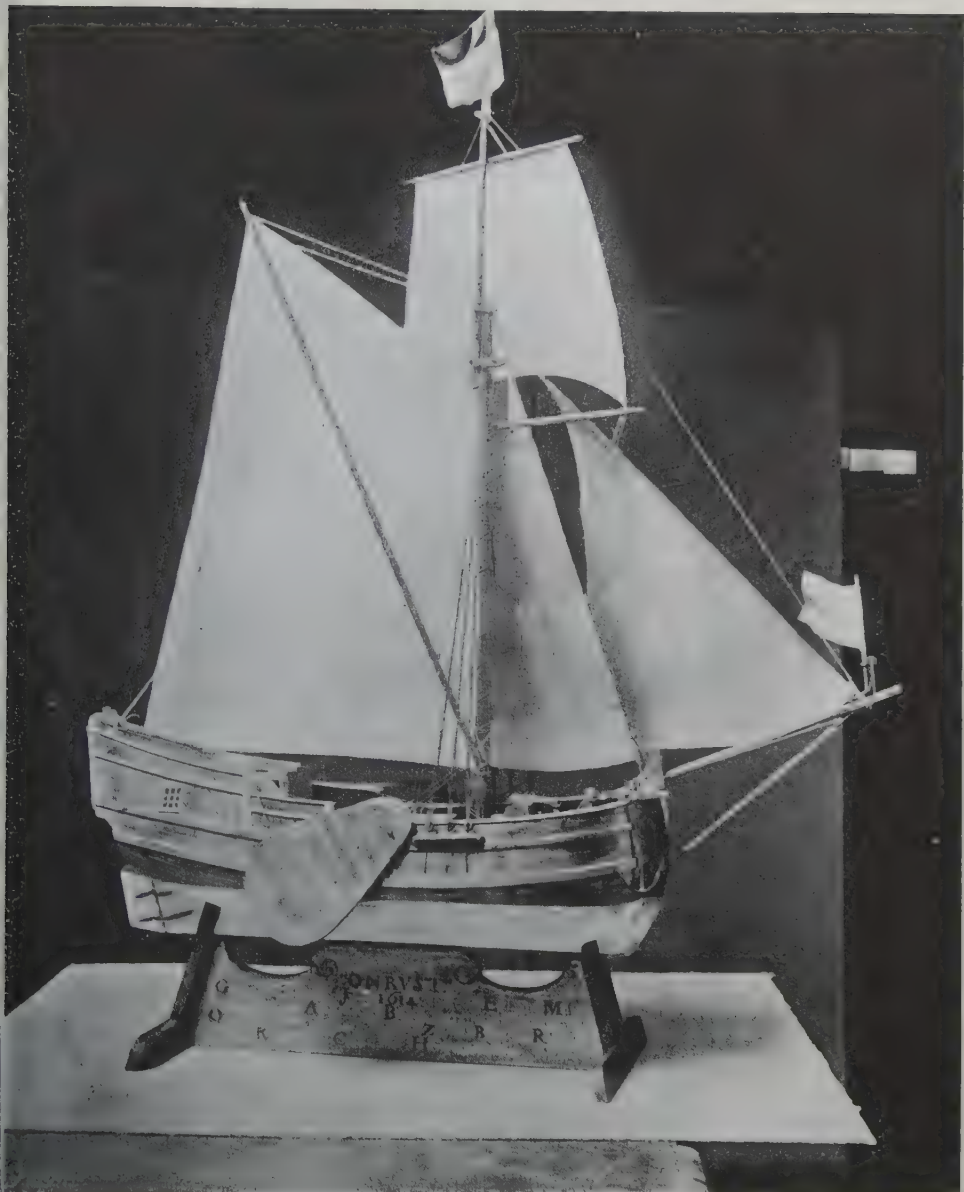
THE MAJESTIC DELAWARE



FIRST MAP OF THE DELAWARE RIVER, 1614—MADE BY THE DUTCH CAPTAIN HENDRICKSEN, FIRST EXPLORER OF THE RIVER

The discovery in 1841 in the archives at Amsterdam of the whole map of which this is a part was a dramatic historic find. Curiously, however, until now, all historians have overlooked the importance of the section that includes the Delaware.

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FIRST SHIP UP THE DELAWARE RIVER, 1614—A MODEL OF CAPTAIN HENDRICKSEN'S "ONRUST"

Now on loan exhibition in the National Museum at Independence Hall, Philadelphia, this model of the *Onrust*, or "Restless," was designed and built by the artist J. L. G. Ferris, through whose courtesy it is here reproduced.

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between the thirty-eight and the fortieth degree of Latitude (as is more fully to be seen by the Figurative Map); in a small yacht of eight Lasts, named the Onrust. Which little yacht they caused to be built in the aforesaid Country, where they employed the said Skipper in looking for new countries, havens, bays, rivers, &c."

CAPTAIN HENDRICKSEN'S REPORT OF THE EXPLORATION

Forced by the States General to put his report in writing, the first explorer of the Delaware River has left this remarkable historic record:

Report of Captain Cornelis Hendricxs^s of Munnickendam to the High and Mighty Lords States General of the Free, United Netherlands Provinces, made the XViiith August A^o 1616, of the countries, bay, and three rivers situate in the Latitude from 38 to 40 degrees, by him discovered and found for and to the behoof of his Owners and Directors of New Netherland, by name Gerrit Jacob Witsen, Burgomaster at Amsterdam, Jonas Witsen, Lambrecht van Tween-huizen, Paulus Pelgrom and others of their Company.

First, he hath discovered for his aforesaid Masters and Directors, certain lands, a bay and three rivers situate between 38 and 40 degrees.

And did there trade with the Inhabitants; said trade consisting of Sables, Furs, Robes and other skins.

He hath found the said Country full of trees, to wit: Oaks, hickory and pines; which trees were, in some places covered with vines.

He hath seen, in the said country, Bucks and does, turkeys and partridges.

He hath found the climate of the said Country very temperate, judging it to be as temperate as that of this country Holland.

He also traded for, and bought from the inhabitants, the Minquaes, three persons being people belonging to this Company; which three persons were employed in the service of the Mohawks and Mochicans; giving for them kettles, beads and merchandise.

FIRST MAP OF THE DELAWARE RIVER—HENDRICKSEN'S FIGURATIVE MAP, 1614

In Captain Cornelis Hendricksen's Figurative Map of 1614 we have the first map of the Delaware River ever made. Drawn in colors on paper and executed by the first explorer of the Delaware himself, it is a

document of surpassing historic value. In it the Delaware River is traced with some accuracy slightly beyond the mouth of the Schuylkill River, which is indicated. There is an obvious inaccuracy as to the relation of the Delaware and Susquehanna rivers due probably to erroneous reports of the three Dutchmen who were ransomed and rescued from the Minquaes, and in regard to whom there is a notation across the face of the map. Delaware Bay, however, is well delineated; and the coast line and inlets along the New Jersey coast are more accurately portrayed than in any earlier map.

Hendricksen's original map was annexed to a memorial presented to the States General on August 18, 1616, "shewing the extent of the discoveries made by Schipper Cornelis Hendricxz of Munnikendam, in a small yacht of 8 lasts burden, named 'The Onrust.'" The discovery of this map in 1841, in the archives at Amsterdam, was a dramatic historic find. The finder, J. Romeyn Brodhead, agent for the State of New York, confused it, however, with another Figurative Map that had been presented by Adriaen Block in 1614. Although Captain Hendricksen's map was not submitted until after his return to Holland in 1616, this map too, however, records knowledge and experiences gained in 1614, and was undoubtedly made at the time of the first exploration of the Delaware River.

Covering the whole territory under exploration by the Dutch at this period, Captain Hendricksen's map has had curious treatment by the historians. Justin Winsor, in his *Descriptive, Narrative and Critical History of the United States*, reproduces only the part that covers New England. I. N. Phelps Stokes, with his primary interest in Manhattan, reproduces in his *Iconography of Manhattan*, as he says, "the upper part only reduced" (Vol. II, C. Pl. 24). As New England had already been mapped, and as Manhattan had in most respects been more accurately covered in the Adriaen Block map, the chief significance for cartography of Hendricksen's map is to be found in the fact that it includes the first map of the Delaware

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THE DUTCH NAVIGATOR, TRAVELLER AND PATROON, DAVID PETERSZ DE VRIES

Patron and promoter of three Dutch expeditions to the Delaware.

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River, now published as *such* for the first time in any volume.

Nine years after Hendricksen first explored the Delaware for the Dutch, Captain May returned to the Delaware (March, 1623) and founded near the present Gloucester, New Jersey, the first European settlement on the river. Here he built Fort Nassau.

THREE EXPEDITIONS OF DE VRIES

In 1630, sixteen years after Hendricksen's explorations, there came up the river the first of three Dutch expeditions fathered by David Petersz De Vries.

In a monumental work, *Voyages from Holland to America* (1632 to 1644), translated from the Dutch by Henry C. Murphy, the Dutch navigator and traveller sets forth his journal of experiences in travelling to America. The complete journal, published at Alckmaer in 1655, covers all parts of the world. A manuscript copy of it is among the Du Simitière papers possessed by the Philadelphia Library Company.

FIRST DUTCH EXPEDITION TO SWAANENDAEL

De Vries "despatched" but did not accompany his first expedition.

This little group of Hollanders came in the ship *Walrus*, as appears from a document in the Albany Records. Visiting first the West Indies, the ship was on the Delaware in June, 1631. Returning to Holland in September, it took back "a sample of oil from a dead whale found on the Shore." The settlement made at this time on the Delaware was called Swaanendael. Before sailing on the second expedition De Vries learned of Swaanendael that "our little fort had been destroyed by the Indians, the people killed—two and thirty men—who were outside the fort working the land."

DE VRIES COMES TO THE DELAWARE

As shipmaster, captain, supercargo, commander, and patroon, De Vries himself set sail on his second expedition and, after many

vicissitudes, reached the Delaware December 3, 1632. Up and down the river he sailed in his yacht, the *Squirrel*. The story of his experiences is vivid and fascinating:

The 1st of January (1633), I went in the morning with the yacht, the *Squirrel*, about eight hours' sail up the South river,¹ to see whether I could obtain any beans from the Indians, as our stock-fish was consumed, and the porridge, now doubled, began to grow short. Towards evening we were stopped, as it was calm, and the ice, which the tide brought down, opposed us, and we cast an anchor in eight fathoms. Saw a whale at the mouth of the South river. . . . The 2d, in the morning, fine and pleasant, saw two large whales near the yacht. Wish much that we could have had the sloop, with the harpooners, which was lying at Swaanendael. We weighed anchor with the tide, and by evening came a good mile before Reed Island, where we cast anchor and saw fires on the land. Supposed that they were made by Indians out a-hunting . . . an hour afterwards a canoe came alongside.

DE VRIES CLAIMS THE RIVER FOR THE DUTCH

After numerous experiences with the Indians, De Vries sailed away on a short trip to Virginia, where occurred the historic conversation recorded by him in which he and the English Governor entered counter claims for the rightful possession and naming of Delaware Bay.

The 11th (March, 1633) went ashore, where the governor stood upon the beach, with some halberdeers and musketeers, to welcome us. On my setting foot upon the land, he came up to me, and bid me heartily welcome. He inquired of me where I came from. I answered him, from the South Bay of New Netherland. He asked me how far it was from their bay. I said thirty miles. He then proceeded with me to his house, where he bid me welcome with a Venice glass of sack, and then brought out his chart, and showed me that the South Bay was called by them, My Lord Delaware's Bay, who had encountered foul weather there some years ago, and finding the place full of shoals, thought it was not navigable. They had, therefore, never looked after it since, but it was their King's land and not New Netherland. I answered him that there was a fine river there, that for ten years no Englishman had been there, and that we for many years had had a fort there, called Fort Nassau. It was strange to him, that he should have such neighbours,

¹ The Hudson River was known to the Dutch as the North River and the Delaware River as the South River.

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DE VRIES CLAIMING THE DELAWARE FOR THE DUTCH—BY STANLEY M. ARTHURS

From a mural painting in Delaware University, Newark, Delaware.

and have never heard of them. He had, indeed, heard that we had a fort in the fortieth degree of latitude, at Hudson's river as they called it, and that a sloop was sent there last September, with seven or eight men, to see whether there was a river there, who had not returned, and whether they perished at sea or not he did not know.

DE VRIES REVISITS THE DELAWARE

In October, 1643, De Vries, as a climax

to his third expedition to America, begun in 1638, revisited the Delaware. He found not the English but the Swedes in almost full possession of the river.

The 13th, sailed by Reed Island, and came to the *Verckens-kil*, where there was a fort constructed by the Swedes, with three angles, from which they fired for us to strike our flag. The skipper asked me if he should strike it. I answered him, "If I were in a ship belonging to myself I would not strike it, because I had been

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A PICTURE OF CAPTAIN ARGALL'S BOAT, SIMILAR TO "THE DISCOVERY" IN WHICH HE FIRST CAME TO DELAWARE BAY

De Bry's illustration of the abduction of Pocahontas by Captain Argall has incidental historic value in showing the type of boat commanded by Captain Argall about the time he discovered the Delaware.

a patroon of New Netherland, and the Swedes were a people who came into our river; but you came here by contrary winds and for the purposes of trade, and it is therefore proper that you should strike." Then the skipper struck his flag, and there came a small skiff from the Swedish fort, with some Swedes in it, who inquired of the skipper with what he was laden. He told them with Madeira wine. We asked them whether the governor was in the fort. They answered, No; that he was at the third fort up the river, to which we sailed, and arrived about four o'clock in the afternoon, and went to the governor, who welcomed us. He was named Captain Prins, and a man of brave size, who weighed over four hundred pounds. He asked the skipper if he had ever been in this river before, who said he had not.

How then had he come in where it was so full of shoals? He pointed to me, that I had brought him in. Then the governor's koopman, who knew me, said that I was a patroon of Swanendael at the entrance of the Bay, destroyed by the Indians in 1630, when no Swedes were known upon the river. He (the governor) then had a silver mug brought, with which he treated the skipper with beer, and a large glass of Rhenish wine, which was given to me. The skipper traded some wines and sweetmeats with him for peltries, beaver-skins, and staid here five days from contrary winds. I went once to Fort Nassau, which lies a mile higher up, in which the people of the West India Company were. I remained there half a day, and took my leave of them, and returned at evening to the Governor of the Swedes.

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CAPTAIN SAMUEL ARGALL—ENGLISH DISCOVERER OF DELAWARE BAY, 1610

This illustration from the first Latin edition of John Theodore De Bry's *Grand Voyages*, published at Frankfort in 1619, while showing Captain Argall in a powwow with the Chickahomines, in Virginia, is of primary historic importance in handing down the only known portrait of the first Englishman to enter Delaware Bay. It is reproduced by courtesy of the Boston Public Library.

FIRST ENGLISH SHIP ON THE DELAWARE— 1610

Ample documentary evidence, now brought together for the first time, shows that the first English ship to anchor in the waters of Delaware Bay was the *Discovery*, a "pinna" commanded by Captain Samuel Argall, who came to the new Virginia Colony with "Lord de la War" on the memorable voyage that ended at Jamestown, June 10, 1610.

Dispatched almost at once to the Bermudas for hog meat for the starving colonists, but blown north to the fishing banks of the Maine coast, the *Discovery*, on the return journey, anchored in Delaware Bay,

August 27, 1610; exactly one year short of a day, after Henry Hudson's arrival.

CAPTAIN ARGALL'S SHIP "THE DISCOVERY"

In a letter dated James Town, July 7, 1610, Lord Delaware himself mentions, and so establishes for history, the name of the ship in which Captain Argall made his discovery of Delaware Bay:

Whereupon it pleased Sir George Sumers to propose a voyage, which, for the better relief and good of the colony he would performe into the Bermudas . . . we gave him a commission the 15th of June, who, in his own Bermudas pinna, the *Patience*, accompanied with Capt. Samuell Argall in the *Discovery* (whome we

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sware of our counsaile before his departure), the 19th of June fell with the tide from before our towne (James Town), whome we have ever since accompanied with our hearty prayers for his happy and safe return. . . .

HOW ARGALL DISCOVERED THE DELAWARE

There is evidence that Lord Delaware's prayers for Captain Argall were answered, but not before that adventurous navigator had been blown far out of his way northward as far as the Maine coast (Sagadahock).

Lost to the world in a manuscript in the British Museum (Sloane Collection, No. 1662) until the year 1849, and then first edited and published by the Hakluyt Society of London, William Strachey's delightful *Historie of Travaile into Virginia*, the work of the first Secretary of the Virginia Colony (who was recorder for Lord Delaware and "a sufferer and an eie-witnesse" of what went on in Virginia in 1610), contains important passages about Captain Argall's adventures along the main Atlantic coast.

Strachey's version of how Captain Argall came to discover the "goodly bay" afterwards known as Delaware Bay is as follows:

. . . for Captain Argoll, in his retorne from the search of the Bermudas, anno 1610, after he had lost Sir Somers, 28 July, in a dangerous fogg, well beaten to and fro, fell with the Mayne, standinge for Cape Cod, and made good, from 44 degrees what Captayne Bartho. Gosnoll and Captayne Waymouth wanted in their discoveries, observing all along the coast, and drawing the plotts thereof, as he steered homewards unto our bay; and divers tymes went ashore, offering acquaintance and trade unto the people: and in the latitude of 39 discovered another goodly bay¹ into which fell many tayles of faire and large rivers, and which might make promise of some westerly passage; the Cape whereof, in 38½, he called *Cape Lawar* (now Cape Henlopen) from which, not far off, lay a faier banck into the sea, as upon the Newfound land where he hawled excellent fish both hallibut, cod, and ling, of which he brought an essay and tast of two hundred couple into the colony; an excellent fish, and of such a kind that will keepe a whole yeare in shipp's hold, with little care, a triall whereof his lordshippe likewise brought with him into England; and uppon the Shoarse, in divers places, he killed great store of seales.

¹ Delaware Bay.

CAPTAIN ARGALL'S OWN STORY

Not so complete in detail but of great historic import is the passage in Captain Argall's own sea-journal telling of his anchoring in the present Delaware Bay.

The complete journal first appeared in 1625 in *Purchas his Pilgrims* (Part II, Book Ninth) with the title: "The Voyage of Captaine Samuell Argal, from James Towne in Virginia, to seeke the Ile of Bermuda, and missing the same, his putting over toward Sagadahoc and Cape Cod, and so backe againe to James Towne, begun the nineteenth of June 1610."

Let us enter Delaware Bay with the first Englishman:

The seven and twentieth (August 27, 1610) by day in the morning, I was faire aboard the shore, and by nine of the clock I came to an Anchor in nine fathomes in a very great Bay, where I found great store of people which were very kind, and promised me that the next day in the morning they would bring me great store of Corne. But about nine of the clocke that night the winde shipped from South-west to East North-east. So I weighed presently, and shaped my course to Cape Charles. . . . The eighth and twentieth day, about four of the clocke in the afternoone I fell among a great many shoals about twelve leagues to the Southward of *Cape La Warre*. So there I came to an Anchor . . . and rode there all that night.

NAMING OF THE DELAWARE BY ARGALL

While the passage just quoted shows that the name of Lord Delaware was applied to the lower Cape in Delaware Bay, as early as the summer of 1610, the first documentary record of the application of his name to the Bay is a letter written by Captain Argall to Master Nicholas Haines, dated June, 1613.

Captain Argall's letter "touching his Voyage to Virginia, and actions there," in the period from July 23, 1612, until May 12, 1613, gives evidence that the extension of Lord Delaware's name to Delaware Bay was current usage in November, 1612.

". . . Then about the beginning of November (1612) I carried Sir Thomas Dale to Sir Thomas Smith's Island to have his opinion of inhabiting of it . . . we found abundance of fish there, and very great Cod,

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Courtesy of the State Librarian, Richmond, Virginia

SIR THOMAS WEST—LORD DELAWARE (1577-1618)

There is no documentary evidence that he ever saw or visited either Delaware Bay or river.

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which we caught in five fathome water, of which are in hope to get a great quantitie this summer, for the reliefe of our men, as also to find a safe passage for Boats and Barges thither, by a cut out of the bottome of our Bay, into the *De La Warre Bay*."

That is the first documentary use of the name "Delaware Bay."

DE BRY'S CONTEMPORARY PICTURES OF CAPTAIN ARGALL

The English discoverer of the Delaware Bay was a dramatic personality in a dramatic age.¹

In the first Latin edition of John Theodore De Bry's *Grand Voyages* (Part X, *Americae*), published at Frankfort in 1619, is given a contemporary account of the "up-to-date" state of the province of Virginia, based on the narrative of the Englishman Ralph Hamor, Secretary of Virginia. Of the twelve full-paged illustrations by De Bry that accompany the text three are of rare value in picturing the English discoverer of the Delaware Bay while engaged in characteristic exploits: in the abduction of Pocahontas; in boldly landing near King Powhatan's village to parley with the Indian King's sons; and in a powwow with the Chickahominies, in which these Indians swore fidelity to the English King.

Aside from their general artistic and dramatic interest, De Bry's pictures are of special historic importance in handing down a contemporary sketch of Captain Argall; and probably of the boat in which he discovered Delaware Bay for the English. The artist has left no doubt as to the identity of Captain Argall, by taking the precaution to insert his name in the copper plate illustration.

In Ralph Hamor's *True Discourse of the present estate of Virginia*, printed at London in 1615, much is said "for the honour of Captain Argol," including picturesque details of the incidents illustrated in De Bry's pictures.

¹ Although Queen Elizabeth had died in 1603 the spirit of the Elizabethan age long endured. In 1611 Shakespeare wrote the *Tempest*, basing it on the stirring story of the wreck of the *Sea Venture*, in which Sir George Somers had set sail to the "Bermoothes" in 1609.

Nothing is more dramatic or delightful than the full story of the confiding Pocahontas, the crafty Indians, Iapazeus and his wife, and the suave and wily Captain Argall. Setting out to capture Pocahontas as a hostage for the return of English captives and English muskets held by Powhatan, father of the Indian princess, Captain Argall was aided by the wiles of the treacherous Indians. The wife of Iapazeus, by agreement with her husband, wept piteously to see the English boat, and was only consoled when Pocahontas was enticed to go on board with her.

... so forthwith aboard they went, The beft cheere that could be made was feafonably provided, to fupper they went meery on all hands, efpecially Iapazeus and his wife, who to expref their joy, would ere be treading upō Capt. Argals foot as who fhould fay tis don, ſhe is your own. Supper ended, *Pocahontas* was lodged in the Gunner's roome, but Iapazeus and his wife defired to have fome conference with their brother, which was onely to acquaint him by what ſtratagem they had betrayed his prifoner, as I have already related.

And ſo Pocahontas was captured and Iapazeus rewarded: "Capt. Argall having fecretly rewarded him, with a ſmall Copper kettle, and ſome other leſſ valuable toies ſo highly by him eſteemed, that doubtleſſe he would have betrayed his owne father for them."

OTHER EARLY ENGLISH ARRIVALS—CAPTAIN DURMER

There are not lacking picturesque records of other early English arrivals on the Delaware. The first Englishman after Captain Argall to arrive was Captain Thomas Durmer. He was the first English explorer of the Delaware River.

In the original *Court Book of the Virginia Company of London*, in possession of the Congressional Library at Washington (first published in 1906), is this record: "At a Courte Helde for Virginia the 10th IULIJ 1621 . . . was read unto the Company a Relaçon of Mr. Dirmers Discoveries from Cape Charles to Cape Codd *vp Delawarr River*, and Hudsons River beinge butt 20: or 30 Leagues from our Plantaçôn."

When the Dutch traveller De Vries arrived on the Delaware in 1633, he found traces of other adventurous Englishmen. In the story of his visit to the Governor of Virginia, al-

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FIRST MAP WITH THE NAME "DE LA WAR BAY"—ATHANASIUS INGA MAP, 1624

This map is reproduced from the *Iconography of Manhattan Island*, by courtesy of the author, I. N. Phelps Stokes.

ready quoted, he says: "I told him that we had seen Indians in the South river who had English jackets on, and had also understood from an Indian who gave us warning, that the Indians had run down an English sloop there, in which were seven or eight Englishmen. He then remarked they must have been his people; otherwise, they who had been sent to discover the South river would have returned home long ago."

THE ENGLISH "COCK" COMES FROM NEW HAVEN

Englishmen from New Haven braved sea and Swedes in efforts to establish English trade and settlements on the Delaware. A court record shows that one of these voyages was as early as 1643: "At a Court held at New Haven, 2nd of August, 1643, John Thickpenny, about the age of 25 years,

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mariner in the *Cock* with George Lamberton, in his last voyage to Delaware Bay, being duly sworn and examined, deposeseth" . . .

John Thickpenny's colorful deposition is long, but full of dramatic incidents. It tells how Governor Printz tried to get evidence that the English were inciting the Indians against the Swedes. Thickpenny declared to the Court:

That he was present in the pinnace called the *Cock*, whereof George Lamberton was master, riding at anchor about three miles above the Swedes' fort in Delaware River, when a letter was brought from the Swedes' governor, by Tim, the barber; and Godfrey, the merchant's man coming with him. . . . The contents of the letter was, that the Indians being at the Fort the day before, had stolen a gold chain from the governor's wife, and that the governor did entreat Mr. Lamberton to use means to get it again of the Indians, who were then come to trade with the said Mr. Lamberton, desiring that they might stay aboard till the next morning, that he might discover the Indian to him, affirming that he could know the Indian that had stolen it, by a mark which he had in his face; but though many Indians came aboard while he was there yet he went away and never made more words about it. . . . This deponent further saith, that he was aboard when a second letter was brought aboard the *Cock* to Mr. Lamberton, from the Swedes' governor, the contents whereof he knows not, but awhile after, the same day, he, with Isaac, going to carry Mr. Lamberton ashore to the Swedes' fort, into which being entered, before they spoke with the governor, the said Mr. Lamberton, this deponent, and the said Isaac, were all cast into prison together . . . where the deponent continued three days, in which time John Woollen, servant to Mr. Lamberton . . . was committed to the same prison in irons. . . . John Woollen told him that at his . . . first coming into the Swedes' fort he was brought into a room, in which the governor's wife, Timothy, the barber, and the watch-maker came to him, and brought wine and strong bier and gave him, with a purpose as he conceived to have made him drunk; and after he had largely drunk there, the governor sent for him into his own chamber, and gave him more strong bier and wine, and drunk freely with him, entertaining of him with much respect seemingly, and with profession of a great deal of love to him, making many large promises to do very much good for him if he would but say that George Lamberton had hired the Indians to cut off the Swedes; but the said John Woollen denied it; then the governor drunk to him again, and said he

would make him a man, give him a plantation, and build him a house, and he should not want for gold or silver, if he would but say as is said before . . . but the said John answered that there was no such thing, and if he would give him his house full of gold he would not say so; and then the governor seemed to be exceeding angry, and threatened him very much and after that drunk to him again, and pressed him to confess as before, which the said John Woollen refusing, the governor was enraged, and stamped with his feet, (which this deponent himself heard, being in the room under him), and calling for irons he put them upon the said John Woollen, with his own hands, and sent him down to prison, as before is expressed.

As a matter of fact it was the Dutch, not the English, who put an end to Swedish authority on the Delaware.

"KEY OF KOLMAR"—FIRST SWEDISH SHIP UP THE DELAWARE

The first Swedish ship to sail the Delaware, the *Key of Kolmar* (*Kolmar Nyckel*), accompanied by a tender called the *Bird Griffen* (*Fogel Grif*), after a ten days' stop at Jamestown, made a landing near the present Lewes, in the middle of April, 1638. She then sailed up the Delaware to what is now Wilmington, where by July the Swedes had built Fort Christina on Christina Creek.

The spot where they first landed, far down the river, the Swedes called *Paradise Point*. The "wharf of Stone" at Wilmington, near the boat landing on Christiana Creek, is marked by a stone erected by the Delaware Society of Colonial Dames of America, commemorating the first Swedish settlement in America.

CREW AND CARGO OF THE "KEY OF KOLMAR"

Of the crew and cargo of the *Kolmar Nyckel*, named for a city on the south-eastern coast of Sweden, we know much through the minute researches of Dr. Amandus Johnson, whose *Swedish Settlements on the Delaware* was published in 1911 by the University of Pennsylvania.

In command of the ship was the picturesque Peter Minuit, formerly in the employ of the Dutch. Its Skipper was Jan Hendricksen van de Waeter; and its first mate,

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MODEL OF THE FIRST SWEDISH SHIP UP THE DELAWARE—KEY OF KOLMAR, 1638

The original model, from which this photographic reproduction has been made, is preserved in the Naval Museum at Stockholm.

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"a fine honest man, well acquainted with the coast of North America," Michel Symonszen. The crew was made up of Swedish sailors and soldiers, and some Dutch seamen. There were two barber-surgeons on board. Mons Nilsson Kling commanded the soldiers.. The Skipper of the *Fogel Grif* was Adrian Toransen.

The first Swedish ship to sail the Delaware brought passengers and cargo for New York! From the Van Rensselaer *Mss.* we learn: "Kiliaen van Rensselear, a friend of Minuit, finding an opportunity for sending some goods and settlers to his colony in New Netherlands, brought seven cases of merchandise on board the *Kolmar Nyckel* and engaged passage for six persons, paying 220:10 florins to Skipper Jan Hendrickson, for the expenses. Minuit was requested to cause the goods and people to reach the Manatans (Manhattan) at the earliest opportunity that circumstances would allow."

In the Royal Archives at Stockholm is preserved the Journal of the New Sweden Company, which gives details of the first cargo sent to the Delaware. Says Johnson: "It consisted of several thousand yards of duffels and other cloth, several hundred axes, hatchets and adzes, several hundred knives, dozens of tobacco pipes, mirrors and looking-glasses, gilded chains and finger-rings, combs ear-rings, and other ornaments for the Indians. Spades, hoes, and other implements were also loaded onto the ships for use in the country." The cargo alone cost, including its loading expenses, 14,832 gulden. The final cost of the whole expedition was about 46,000 florins.

Preserved also at Stockholm, in the Naval Museum, is a model of the first Swedish ship to reach and enter the Delaware. A photograph of this model was secured by the artist, Stanley M. Arthurs. Through his courtesy it is reproduced on the preceding page.

ON BOARD THE "KOLMAR NYCKEL"

A document still exists showing that on or within a few days of March 28, 1638, a historic scene was enacted on board the *Kolmar Nyckel*, as she lay in or near the Delaware:

"Five sachems, Mattahorn, Mitot Schemingh, Eru Packen, Mahomen and Chiton, 'appointed by the whole assembly,' went on board the *Kolmar Nyckel*, and sold as much 'of the land on all parts and places of the river, up the river and on both sides, as Minuit requested.' Andres Lucassen was the interpreter and he translated the land deeds which were written in Dutch, and explained their contents to the Indians."

And so, in the cabin of the *Kolmar Nyckel*: "For value received in merchandise the Indians ceded and transferred the title of the land with all its jurisdiction and rights to the Swedish Florida (New Sweden) Company under the protection of the great princess virgin, and elected Queen of the Swedes, goths, and Wends." So testified the sailors before the court in Sweden. This land extended along the Delaware some forty miles below the present Wilmington to Brompten's Point (Bombay Hook), and twenty-seven miles above to the Schuylkill River, stretching westward indefinitely!

Confirmation of this purchase on the deck of the *Kolmar Nyckel* is found in the testimony of "old Captain Israel Helms," as recorded in the archives of Old Swedes Church, Philadelphia. Here may be seen the Wicacoa Church Book, the manuscript record of Provost, Magister Andrew Rudman, who on his arrival in Philadelphia from Sweden in 1697 made a careful investigation among the oldest Swedes in regard to the first settlements and wrote down what they said.

The *Kolmar Nyckel* continued to appear in Swedish history. On the seventh of August, 1645, between Copenhagen and Malmö, she engaged in what is described as "a bitter battle" with the Danish ship *St. Peter*, only twelve of her men surviving the encounter.

FIRST SWEDISH MAP OF THE DELAWARE, 1638

One inheritance of this first Swedish voyage up the Delaware is a map said by some historians to be the work of Mons Kling, but believed by others to have been made by Minuit. It has great value as a record of

THE FIRST SHIPS IN FROM THE SEA



LANDING OF THE SWEDES UNDER PETER MINUIT, 1638—BY STANLEY M. ARTHUR'S

This famous scene enacted on the Delaware has also been reproduced in color as a jacket for this publication. The original painting is privately owned in Wilmington.

the Delaware River in 1638; and as the first map of the Delaware made by the Swedes.

Acrelius, who wrote his *History of New Sweden* in 1758, but based it upon earlier contributions, including the *Description of the Province of New Sweden*, published by Campanius in 1702, states explicitly: "Mons Kling was the surveyor. He laid out the

land and made a map of the whole river, with its tributaries, islands, and points, which is still to be found in the royal archives in Sweden."

The Key of Kolmar! The Discovery! The Half Moon! These are three ships that belong on red-letter pages of history with the caravels of Columbus.

III

The Ships that Battled for National Supremacy

PEN pictures of the ships that battled for national supremacy on the Delaware River in later seventeenth century days have come down to us hidden in scattered historic archives.

STUYVESANT'S DUTCH FLEET AND THE FLAGSHIP "WAEGH"

In August, 1655, there came up the Delaware River from Manhattan, under command of Director General Peter Stuyvesant, a Dutch fleet of seven armed vessels that ended forever Swedish authority on the river.

Of this fleet five ships had been sent to Stuyvesant from Amsterdam. Two were added by him at New Amsterdam. The crews numbered six or seven hundred men. Records show that included in the fleet were the ships *Love*, *Bear*, *Spotted Cow*, *New Amsterdam*, and the flagship *Waegh*. The latter is variously known as the *Waag*, *Balances*, *Scales*, or by similar equivalents. A French privateer named *L'esperance*, joined the fleet, and in addition three yachts were hired for the expedition.

The captain of the *Waegh* or *Weigh-scales*, was "the valiant man-of-war" Frederick de Koninck. Sol Garretson and Peter Lourison were engaged at 10 shillings per day as pilots. The skipper of each commandeered ship was warned to send "two expert sailors on board the man-of-war the *Balance*."

FALL OF FORT TRINITY

The Dutch fleet began its depredations at the present New Castle. There in 1651 Stuyvesant had built Fort Casimir under protest from the Swedish Governor Printz. When Commissary John Claudius Rising, Printz's successor, arrived in 1654, he immediately appeared in his ship *Eagle* before

Fort Casimir and by strategy captured it and converted it at once into Fort Trinity.

On August 30, 1655, Governor Stuyvesant began his revenge. For the September days following this date Stuyvesant's *Journal* is full of picturesque records:

On Friday morning, the wind and tide being favorable, we passed Fort Casimir without any hostile demonstration on either side, and cast anchor a little distance above the fort, put the people on shore, and sent Captain Smidt, with a drummer, to the fort to demand the surrender of our property. The Commandant desired leave to consult Governor Rising, which was refused. In the meantime the road to Christina was occupied by fifty men, and the Commandant, Sven Schute, sent a messenger to parley with us. But we advised him not to wait for a salute from our guns, lest the shedding of blood should be charged upon him. He again desired to confer with us, which was granted, and took place in a valley about half way between the battery, which we were commencing, and the fort. He insisted that he should send an open letter to his Governor, which was denied him. Then he went away dissatisfied. Our troops advanced down into the valley, and our works began to rise up above the bushes. The last summons was delivered, and then the Commandant desired a delay until the next day, which was granted him, inasmuch as we could not have our batteries ready before that time.

On Saturday morning the Commandant came out and capitulated at discretion. At noon our troops marched into the fort.

When Stuyvesant and Schute signed the capitulation, "without a single shot being fired, or a single Hollander's blood shed," fortunately for historic records, they added to the paper: "Given, done, and signed by the contracting parties, September 16, 1655, on the ship *Waegh*, at Fort Casimir."

Not only are we thus sure as to the flagship that headed the Dutch fleet, but, when the Swedish engineer Lindstrom prepared his chart of Fort Christina and its siege by the Hollanders, he put into his map a sketch

THE MAJESTIC DELAWARE



DIRECTOR GENERAL PETER STUYVESANT—REESTABLISHED DUTCH RULE ON THE DELAWARE,
1655

Arriving from Manhattan with a fleet headed by the flagship *Waag*, Stuyvesant completed the conquest of the Swedes on the Delaware.

THE SHIPS THAT BATTLED FOR NATIONAL SUPREMACY



"STADTEN CHRISTINA HAMN MEDH SKANTZEN CHRISTINA FORT IN NOVA SVEDIA SAMPT HOLLENDARENS BELÄGRINGH ÅR 1655." (THE TOWN [OF] CHRISTINAHAMN WITH FORT CHRISTINA IN NEW SWEDEN AND THE SIEGE OF THE HOLLENDER, IN THE YEAR 1655. A. SKIETPOT CHRISTINAAMN WÄGEN" (THE SHIP *Amsterdam's Waag* (SCALES)). B. SPIEGEL SKIETPOT (THE SHIP *Speigel* (Mirror, *Dolphijn*)). C. TENNAKONS LANDT (THE TENNAKONS' LAND). D. SLANGEN BORGH, THE COMPANIER (THREE COMPANIES). E. CHRISTINA KULL (RIVER). F. RIJST FLACHT, G. MYGGEN BORGH, PIJRA COMPAGNIER (MOSQUITO-BURD. FOUR COMPANIES). H. HOLLENDARENS BELÄGRINGH (THE SIEGE OF THE HOLLENDER). ROTTEN BORGH, SEX COMPAGNIER (BAT-BURD. SIX COMPANIES). I. CHRISTINA HAMN STADH (THE TOWN OF CHRISTINAHAMN). K. KIOKET (THE KITCHEN). L. FLIEGEN BÖNGH, TWÅ COMPAGNIER (FLY-BURD. TWO COMPANIES). M. TIMMER EYLANDT (TIMBER ISLAND). N. RIJST FLACHT, O. FIKKIE KILJEN (FISH KILL). P. RIJST FLACHT, Q. RIJST FLACHT, R. HAMN (HARBOR). S. CHRISTINA FORT, T. MINA (MINE). FROM ORIGINAL IN THE *Geographia*. SEE PP. 268-9.

Courtesy of Dr. Johnson

From Lindstrom's *Geographia*, translated by Dr. Amandus Johnson

SWEDISH ENGINEER LINDSTROM'S MAP OF THE SIEGE OF FORT CHRISTINA, 1655—WITH SKETCHES OF BESIEGING DUTCH SHIPS

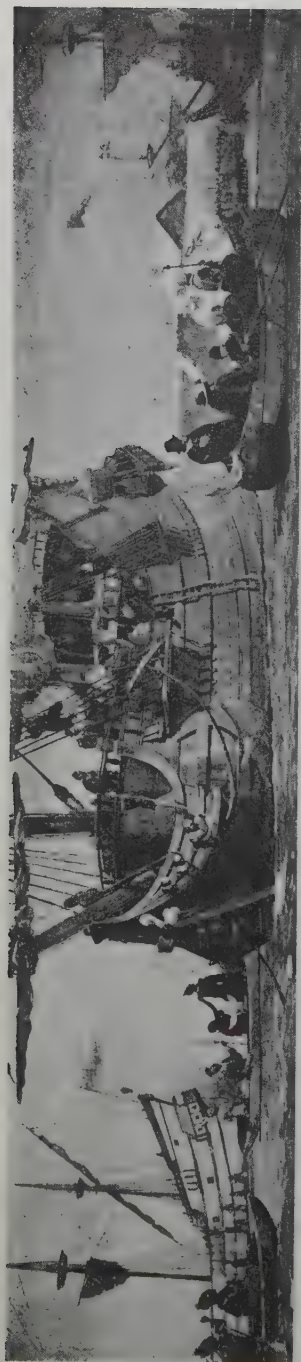
drawing of the *Waagh*, so that we now actually possess a contemporary sketch of this historic ship.

SIEGE OF FORT CHRISTINA

What happened when Fort Christina fell, as we learn from the second article of the capitulation, was tragic history, although the

scene enacted might easily figure as a picture in engaging light opera:

Governor Rising, his superior and inferior officers, his officials and soldiers, shall march out of the fort with drums and trumpets playing, flags flying, matches burning, with hand and side-arms, and balls in their mouths. They shall first be conducted to Tinneceuck Island, to which they shall be taken in safety and placed in the fort which is there, until the



SWEDISH GOVERNOR PRINTZ LANDING AT THE PRESENT SITE OF WILMINGTON, DELAWARE, 1643
—BY STANLEY M. ARTHURS

From the mural painting in the library of the new Wilmington High School.



MEMORIAL STONE AT FIRST LANDING PLACE OF SWEDES, WILMINGTON

THE SHIPS THAT BATTLED FOR NATIONAL SUPREMACY



From *Byways and Boulevards—In and About Historic Philadelphia*

Courtesy of Corn Exchange National Bank

RISING'S MANSION AT NAAMANS-ON-DELAWARE (1654)—A MEMORIAL OF SWEDISH AUTHORITY ON THE DELAWARE

Nearby is the Swedish block house built by Lieutenant-Governor Rising in the same year.



SWEDISH GOVERNOR JOHN PRINTZ



OLD SWEDES CHURCH, PHILADELPHIA—1700

THE MAJESTIC DELAWARE

Governor sets sail upon the ship *Waegh*, upon which said Governor Rising, his people and property, shall be conducted to Sandy Hook, situated five Holland miles the other side of New York, under safe conduct, within at least fourteen days.

In a secret article of this capitulation the Swedish Governor "was compelled to put in pledge the arms and ammunition of the Crown for his travelling expenses home."

BURNING OF FORT GOTTENBERG

Going next to Tinicum Island, the Dutch completed their conquest by burning Fort Gottemberg. This fort was located some two hundred yards to the westward of the Corinthian Yacht Club, which overlooks the Delaware at Essington. Here stood Governor Printz's official mansion, built on a spot marked in recent years by a flower-bed near Tinicum Inn. Nearby was a Swedish chapel, a stone step of which is now the stone doorstep of the Yacht Club.

Then the *Waegh* and the rest of the fleet sailed back to New Amsterdam, carrying off with them Rising, other Swedes, and much booty. A still existing memorial of Rising and of the Swedish occupation of this period is the attractive house at Naaman's-on-Delaware built in 1654. Rising also built in the same year the adjacent Swedish Block House.

SIR ROBERT CARR'S ENGLISH FLEET AND THE FRIGATE "GUINEA"

In October, 1664, headed by the Frigate *Guinea*, there sailed up the Delaware River a little English fleet that ended forever Dutch authority on the Delaware. The squadron included three other vessels besides the *Guinea*, which is described incidentally in Charnock's *British Naval Biography*, under the year 1664, as "a small fourth rate of thirty-eight guns."

This English fleet had sailed from Portsmouth, England, May 5, 1664, with Colonel Nicholls and other commissioners, who succeeded on September eighth in compelling the Dutch Governor Peter Stuyvesant to surrender New Amsterdam, thenceforward

named New York. Before the surrender was completed, Sir Robert Carr was put in command of the expedition against the Delaware. His commission is dated: "at the fort in New York, upon the island of Manhattan's, 3d day of September, 1664."

SIR ROBERT'S COMMISSION

The commission issued to Sir Robert Carr to proceed against the Dutch on the Delaware is an important historic document:

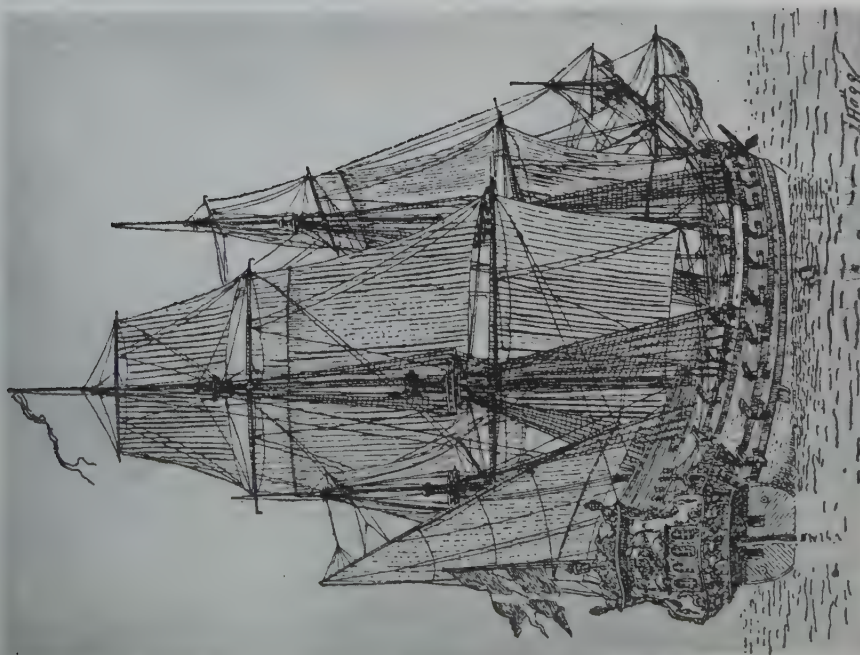
Whereas we are enformed that the Dutch have seated themselves at Delaware Bay on His Ma^{ty} of Great Brittaines territories, without his knowledge and consent, and that they have fortified themselves there and drawne a great trade thither; and being assured that if they be permitted to goe on, the gaining of this place will be of small advantage to His Majesty; wee His Majesties Commissioners by vertue of His Ma^{ty}s Comission and Instructions to us given have advised and determined to endeavour to bring that place and all strangers thereabout in obedience to His Majesty, and by these do order and appoint that His Ma^{ty}s frygotts the *Guinney* and the *William & Nicolas*, and all the souldyers which are not in the fort, shall with what speed they conveniently can, goe thither under the comand of Sir Robert Carr to reduce the same:—Willing and commanding all officers at sea and land and all souldyers to obey the said S^r Robert Carr during this expedition. (*London Documents*; I-VIII, p. 70.)

HOW NEW AMSTEL BECAME NEW CASTLE

There is evidence that Sir Robert was effectively obeyed. Articles of capitulation, signed by "the burgomasters, in behalf of themselves and all the Dutch and Swedes inhabiting on Delaware Bay and River," are dated October 1, 1664.

Sir Robert Carr's letter to Colonel Nicholls, giving details of how New Amstel on the Delaware became New Castle, was written from "Dellawarr Fort, Octob^r y^e 13th 1664." In quaint language it recites picturesque incidents in eventful history:

Hon^{ble} Sir.—After a long and troublesome passage, p^longed by y^e ignorance of y^e pylates and sholeness of water, we arrived the last day of September att Dellawar, passing by y^e fort wthout taking notice each of the others, the better to sattisfie the Sweede, who, notwith-



From Anderson's *The Sailing Ship*
 A SWEDISH CONTEMPORARY OF THE ENGLISH FRIGATE "GUINEA,"
 SHOWING ITS TYPE



SIR ROBERT HOLMES, CAPTAIN OF THE ENGLISH FRIGATE "GUINEA,"
 —ENDED DUTCH AUTHORITY ON THE DELAWARE, 1664

THE MAJESTIC DELAWARE

standing the Dutches pswasions to y^e contrary, were soon our friends. Afterwards I held a parley wth y^e Dutch Burgurs and Governo^r; the Burgurs & townesmen after almost three days parley, consented to my demands, but y^e Governo^r and soldiery altogether refused my pposicons. Whereuppon I landed my soldiers on Sunday morning following & comanded y^e shippis to fall downe before y^e Fort wthin musket shott, wth directions to fire two broadesides apeace uppon y^e Fort, then my soldiers to fall on. Which done, the soldiers neaver stopping untill they stormd y^e fort, and soe consequently to plundering; the seamen, noe less given to that sporte, were quickly wthin, & have gotten good store of booty; soe that in such a noise and confusion noe words of comand could be heard for sometime; but for as many goods as I could preserve, I still keep intire. The losse on our part was none; the Dutch had tenn wounded and 3 killed. . . .

With the coming of the Frigate *Guinea*, and its cooperating ships, the Delaware River passed under the authority of the English crown. The far-reaching effect of that event on subsequent human history entitles the *Guinea* and its commanders to a recognition hitherto overlooked by historians.

The facts about the *Guinea* found recorded in British Navy documents are varied and interesting. From Naval lists given in Charnock's *Marine Architecture* we learn that the *Guinea* was a frigate 90 feet long, 28 feet beam, 14 feet in depth of hold, and registered 375 net tons. She carried sometimes 34 guns; had a crew of 150 men; and, when on the Delaware, was commanded by Captain Robert Holmes, who became afterwards a distinguished admiral in the British Navy. In 1661, as one of four small men-of-war, under Captain Holmes as commodore, this frigate was sent to the African coast to make reprisals against the Dutch; in 1664, she sailed again to the Guinea coast and reduced Cape Coast Castle and other places; crossing the Atlantic, still under command of Commodore Holmes, she joined with Sir Robert Carr in the seizure of Manhattan Island and New Amsterdam; and, in September, 1664, proceeded with him to oust the Dutch from the Delaware. In her checkered career, the *Guinea* passed from control of Cavalier to Roundhead and back again to the Royalists; figured in the great naval battles against the Dutch fleets under Tromp and De Ruijter;

and, in 1650, in the days of Cromwell and the Commonwealth, was one of five ships in the squadron of Vice Admiral William Penn that was sent to the Azores on the chance of finding Portuguese treasure-ships homeward bound, and thence against Prince Rupert and the Royalists in the Mediterranean.

PROPRIETOR PENN'S SHIP "WELCOME"

With the arrival of the ship *Welcome* in the Delaware Capes, October 24, 1682, bringing William Penn, founder of the city of Philadelphia and the Commonwealth of Pennsylvania, there came up the river people and principles destined to end English royal authority forever, not only on the Delaware River but also throughout the thirteen original British colonies in America. It is true that the *Welcome* is hardly to be regarded in the same class of ships as the *Waag* and the *Guinea*, but there can be no doubt that she brought to the banks of the Delaware a peace-loving but militant leader who battled successfully for fundamental social ideals that today tend to prevail as the basis of a new national supremacy—represented by modern American democracy.

The ship *Welcome* has been reconstructed for modern eyes in a model preserved in the Philadelphia Commercial Museum. This model was built on computations of measurements for a vessel of 300 tons stated in Charnock's *History of Marine Architecture* (1800), combined with data and pictures of ships contemporaneous with the *Welcome*. The ship is shown with three pole-masts; square-rigged—except for a lateen-sail on the mizzen; with a square topsail on the mizzen; and a second sprit-sail underneath the bowsprit. The estimated size of the *Welcome* was 108 feet over all; 76 feet keel; 27 feet 6 inches breadth; 13 feet depth.

THE VOYAGE OF THE "WELCOME"

The recitals of Penn's voyage in the ship *Welcome*, says the annalist Watson, were dwelt upon by the aged and listened to by the young in many succeeding years. When the ship entered the Delaware Capes a third

THE SHIPS THAT BATTLED FOR NATIONAL SUPREMACY



Reproduced by permission of the Philadelphia Commercial Museum.

A RECONSTRUCTED MODEL OF PROPRIETOR PENN'S SHIP "WELCOME"

With this boat came to the shores of America persons and principles that spelled finally the end of English Royal authority on the Delaware and throughout the original thirteen colonies.

THE MAJESTIC DELAWARE

of the original hundred passengers had succumbed to small-pox and been buried at sea. Two children were born on the ship. Outstanding among the passengers was the kindly Penn, attending and consoling the sick and the dying, and comforting and cheering the living. On the eve of his departure he wrote to his friend Stephen Crisp: "Surely God will come in for a share in this planting work, and that heaven shall leaven the whole loaf in time."

PENN'S ARRIVAL AT NEW CASTLE

October 27, 1682, was a memorable day in New Castle on the Delaware, as contemporary records preserved there show:

"October 28—On the 27th day of October, arrived before the town of New Castle, in Delaware, from England, WILLIAM PENN, Esq., proprietary of Pennsylvania, who produced two certain deeds of feoffment from the illustrious prince, James, Duke of York, Albany, &c., for this town of New Castle, and twelve miles about it, and also for the two lower counties, the Whorekills and St. Jones, which said deeds bore date the 24th August, 1682; and pursuant to the true intent, purpose, and meaning of his royal highness in the same deeds, he the said William Penn received possession of the town of New Castle, the 28th of October, 1682."

The water and soil of the Delaware, it appears, figured prominently in the ceremonies attending Penn's taking possession of his new lands. A memorandum, dated at New Castle on the same day as the above record, states that "the said William Penn" was left "in quiet and peaceable possession thereof, and also by the delivery of turf and twig, and *water and fowle (for soyle) of the River Delaware.*"

The scene of the ancient ceremony when Penn took physical possession of New Castle by "livery of seisin" was the old fort known to the Swedes as Fort Trinity and to the Dutch as Fort Casimir. In a paper read before the Philadelphia Welcome Society in 1917, Henry Darrach, a descendant of William Bradford (the first printer in the colony), gives this vivid description of the incident: "The people gathered at the old wooden fort on the beach. John Moll (of

New Castle), attorney, representing the Duke of York, handed to Penn the key of the fort. Penn entered the fort and locked the door. Upon coming out of the fort he was handed by Moll a piece of turf with a twig in it, a basin with water and earth, Moll stating that in the name of 'seisin' he delivered up the territory to Penn. The people were witnesses that Penn was the rightful owner."

THE SHIP "WELCOME" AT CHESTER

When the ship *Welcome*, two days later, arrived before Upland, that town was immediately re-christened Chester. As the boat lay in the stream, Penn is reported to have said to his friend Pearson: "Providence has brought us here safe: thou hast been companion of my perils. What wilt thou that I shall call this place?" And friend Pearson, remembering the city from which he came, answered, "Chester."

Within five weeks (December 4, 1682) of the arrival of the *Welcome*, the first legislature of Pennsylvania met in General Assembly at Chester. It consisted of delegates from Bucks, Philadelphia, and Chester counties. "The session lasted three days, and there were passed an act of union, annexing the three lower counties, New Castle, Jones, and Whorekill (afterward Kent and Sussex), to the Province, and naturalizing the Dutch, Swedes, and other foreigners; and the Great Law, a general system of jurisprudence in sixty-nine chapters, embracing most of the laws previously agreed upon in England."

PENN LANDS AT PHILADELPHIA

It is generally agreed that Penn came up the Delaware River from Chester and first landed in Philadelphia at the mouth of Dock Creek, where George Guest had built a house long known afterwards as the Blue Anchor Tavern. Just how and when he came have been the subject of controversy. The first documentary record of Penn's presence in the city is found in the records of the Society of Friends: "At a monthly meeting the 8th of 9th month (November), 1682. At this time Governor William Penn and a multi-

THE SHIPS THAT BATTLED FOR NATIONAL SUPREMACY



From Byways and Boulevards—In and About Historic Philadelphia

Courtesy of Corn Exchange National Bank

WILLIAM PENN—THE QUAKER KNIGHT IN ARMOR

This famous portrait of the founder of Pennsylvania is in possession of the Historical Society of Pennsylvania in Philadelphia. It was painted in Ireland when Penn was twenty-two.



BLUE ANCHOR INN, DOCK STREET—WHERE PENN LANDED IN PHILADELPHIA, 1682—BY FRANK H. TAYLOR

THE SHIPS THAT BATTLED FOR NATIONAL SUPREMACY



ON THE BANKS OF THE DELAWARE AT KENSINGTON WILLIAM PENN MADE HIS FAMOUS TREATY WITH THE INDIANS

In the National Museum, Independence Hall, Philadelphia, is preserved Benjamin West's famous painting of the treaty that was not ratified by oath and that was never broken.

tude of Friends arrived here and erected a city, called Philadelphia, about half a mile from Shakamaxon, where meetings, etc. were established."

In his *Annals*, Watson, who checked up the traditions of the original Blue Anchor, thus describes Penn's landing:

Penn and his immediate friends came up in open boat or barge from Chester. . . . The whole scene was active, animating and cheering. On the shore were gathered, to cheer his arrival, most of the few inhabitants who had preceded him. The busy builders who had been occupied at the construction of Guest's house, and at the connecting line of "Budd's Long Row," all forsook their labours to join in the general greetings. The Indians, too, aware by previous signals of his approach, were seen in the throng, or some, more reservedly apart, waited the salutation of the guest, while others, hastening to the scene, could be seen paddling their canoes down the smooth waters of the creek.

Watson has drawn a picture of Penn at this time, too, based on what he had heard from "honest informants, who certainly believed it themselves." The story came from an aged Mrs. Preston, who was present at the landing of Penn. Mrs. Preston "used to say, she admired the affability and condescension of the Governor, especially his manner of entering into the spirit and feeling of the Indians; he walked with them, sat down on the ground with them, ate with them of their roasted acorns and hominy. When they got up to exercise and express their joy by hopping and jumping, he finally sprang up, and beat them all."

And so with the arrival of Penn on the Delaware in the ship *Welcome* and his landing in Philadelphia began the "holy experiment" that was destined to beget a nation and to affect profoundly the whole course of human history.



FIRST MAP OF THE DELAWARE RIVER FRONT AT PHILADELPHIA, 1683

In Thomas Holme's "A Portraiture of the City of Philadelphia," in which he carried out Penn's original plan for the city, appears this first map of the river front.

IV

Ships and Shipping in Colonial Days

THROUGHOUT colonial days, from the landing of Penn to the outbreak of the Revolutionary War, the Delaware River grew in importance and in eminence at home and abroad. There were four main causes for this: the Delaware became the open door to the chief city of the new world, the "*City of Brotherly Love*," founded by Penn avowedly "to afford an asylum to the good and oppressed of every nation"; on its banks grew up the great centre for the intercolonial trade of Pennsylvania, West New Jersey and Delaware; it rose to a commanding place in the coastwise commerce of the Atlantic seaboard; it increasingly dominated the export and import trade with the mother country and the British dependencies in the West Indies.

GROWTH OF THE RIVER FRONT AT PHILADELPHIA

From the beginning the growth of Philadelphia was bound up with the growth and development of the Delaware River front. "The Delaware is a glorious River," wrote Penn in 1683 to the Committee of Free Traders of the Province of Pennsylvania, then residing in London. Already in 1681 he had shown his appreciation of the river's importance to the new city by his instructions to his commissioners: "Be sure to settle the figure of the town so as that the streets hereafter may be uniform down to the water from the country bounds." Thomas Holme's "A Portraiture of the City of Philadelphia," registering the carrying out of these instructions, is not only invaluable as Penn's original plan of the city, but as the first map (1683) of the Delaware River front. As a basis of comparison, in estimating subsequent growth, this map is of incalculable historic importance. Within four years of its issue, Thomas Holme was able to record

astounding growth in both city and province. The Holme's Map of 1687, the first engraved map showing the early Penn grants throughout the counties and townships of Bucks, Philadelphia and Chester, is of special historic importance also as showing the growth and settlements of the Delaware River from New Castle to Pennsbury, with important details of the vicinity of Philadelphia.

GABRIEL THOMAS ON EARLY RIVER TRAFFIC AND COMMERCE—1696

That the river front was early put to good use is testified by Gabriel Thomas, who in 1696 gave a spirited account of the new city on the Delaware. Thomas had arrived in the colony in 1681, a year ahead of Penn, and he speaks proudly of the *John and Sarah*, in which he came, as "the first ship that was bound from England for that country, since it received the name of Pensilvania." Penn, too, had written with some pride to Lord North: "Twenty-two sail more have arrived since I came. . . . Since last summer we have had about sixty sail of great and small shipping, which is a good beginning."

Thomas draws a lively picture of commerce on the Delaware in 1696:

Now the true reason why this fruitful country and flourishing city advance so considerably in the purchase of lands is their great and extended traffique and commerce, both by sea and land, viz. to New-York, New-England, Virginia, Maryland, Carolina, Jamaica, Barbadoes, Nevis, Monserat, Antego, St. Christophers, Barmudoes, New-Foundland, Maderas, Salte-tudeous, and Old England; besides several other places. Their merchandise chiefly consists in horses, pipe-staves, pork and beef, salted and barreled up, bread and flour, all sorts of grain, peas, beans, skins, furs, tobacco, and potashes, wax, &c. which are bartered for rumm, sugar, molasses, silver, negroes, salt, wine, linen, household goods, &c.

THE MAJESTIC DELAWARE

PIRATES ON THE DELAWARE—CAPTAIN KIDD AND BLACKBEARD

This "great and extended traffique and commerce," of which Gabriel Thomas speaks, soon brought pirates within the Delaware Capes. "In May," says Watson, writing of the events of 1697, "several pirates were arrested, but two of them escaped, and the others were not brought to trial. Complaints were forwarded that Markham was lenient to them or protected the pirates. . . . Penn wrote a severe letter, complaining that the Province winked at 'Scotch trade, and a Dutch one too,' and 'embrace pirates, ship and men.'" The collector of the port of Lewes, Delaware, Samuel Lowman, Esq., had a bill of expenses in the year 1700 'against certain persons of the port of Lewes, who had illegally traded with Captain Kidd's ship the Pirate."

Captured on Long Island in 1699, and hanged in London in 1701, Captain Kidd was in all probability on the Delaware in the year of his capture. Tradition says that he actually plundered Lewestown, Delaware, and threatened the same to New Castle. In a letter in the Logan Ms. collection, Isaac Norris, under date of 1699, writes: "We have four men in prison, taken up as pirates, supposed to be Kid's men. Shelly, of New York, has brought to these parts some scores of them, and there is a sharp look out to take them. We have various reports of their riches, and money hid between this and the capes. There were landed about twenty men, as we understand, at each cape, and several are gone to York."

The pirate Blackbeard actually came to Philadelphia and bought goods on High Street (now Market) from the ancestress of a present-day distinguished resident of the city. And tradition says: "He bought freely and paid well." It is said, too, that, with sword at side, he used to visit an inn in High Street, near to Second, masquerading under the name of Teach. His career ended in Virginia in 1718. For generations people dug along the Delaware for buried treasure, believing that Blackbeard and his accomplices had buried money and plate in numerous obscure places near the river.



The AMERICAN Weekly Mercury,

December 22, 1719.

From the NORTH.

HAMBURG August, 30. All Our Letters from Sweden, are full of the Dismal Ravages, committed by the Muscovites there, Thuse Semi Christians have burnt the fine Towns of Ny-*Jopping, Nordkopping, North Telle, South Telle, Dronell, Offhamner, Oreggrund, Fastenas, Orsela, &c.* with all the Castles and Gentlemens Seats near them & ruined all the Mines, utterly Destroy'd the Copper and Sile Works, burnt the Woods and carried Thousands of the People on Board their Gally's in Order to Transport them into Russia, the Damage is computed at severall Millions, and a Hundred Years wont Retrieve the Loss the Country has Sustained in their Woods and Mines.

Whatever the End proposed by the Muscovite in the present Ravage of Sweden, may be, we think they have neither persued the Maxims of Christianity or Human Policy.

It was the Maxim of *Angulmar* the greatest and mightiest *Czar* that ever reigned on the Earth, that Princes who would be truly great, should conquer for the Good of Mankind, and triumph only over themselves. The present *Czar* triumphs not over himself but lets his rage triumph over his Reason his Passion triumph over his Christianity and his Re-

Seck, has brought the Company in such an immense sum in Specie, that it is no Wonder they should be able to pay off the King's Debts of twelve hundred Millions, seeing they are Gainers by that particular Subscription, no less than four hundred and fifty Millions at one Blow in ready Money; and 'tis now said they will still have Leave to advance and enlarge their Subscription for fifty Millions more, and so on to fifty more, if they please, in which Case they may easily pay twelve hundred Millions; and it is said already from Paris, that they have eighteen hundred Millions in Cash now by them, in order to pay the publick Debts, if the People demand their Money, which it is thought no Body would do. They are now, it is said there, to buy all the Plate with the old Specie, and bring it into the Mine, and to oblige the People to part with it. Mr. Loxes, they say, has found out a miraculous Expedient for this, to advantage, that no Body will be able to resist it.

They write us further from Paris, that the Joy of the People there is not to be expressed, it is impossible to describe it: The poor find themselves all discharged at once from their Taxes and Provisions, which pinched them severely; and when the Turn Pikes and Watch Houses which were set up at all the Out-Parts of the City were taken down, as they were began to be sad, the People went dancing and jumping about Streets as if they were distracted for

FIRST DELAWARE RIVER SHIPPING NEWS—THE FIRST NEWSPAPER PRINTED IN PHILADELPHIA
Andrew Bradford's *American Weekly Mercury* began a publication that has had a continuous history to the present day.

A glimpse of Blackbeard and his piratical crew has come down from James Logan, Penn's confidential secretary, under date of October, 1717:

We have been very much disturbed the last week by pirates. They have taken and plundered six or seven vessels to or from this place; some they took to their own use, and some they dismissed after plundering them. Some of our people having been several days on board them, had much free discourse with them. They say that they are about eight hundred strong at Providence, and I know not how many at Cape Fear, where they are making a settlement. Captain Jennings, they say, is their governor in chief, and heads them in their settlement. The sloop that came on our coast had about one hundred and thirty men, all stout fellows, all English, and doubly armed. They said they waited for their consort, of twenty-six guns, when they designed to visit Philadelphia! Some of our masters say they know almost every man on board—most of them having been lately in the river; their commander is

Teach, who was here a mate from Jamaica about two years ago.

FIRST DELAWARE RIVER SHIPPING NEWS—
1719 to 1723

The first newspaper printed in Philadelphia and the Middle Colonies, *The American Weekly Mercury*, published by Andrew Bradford December 22, 1719, is a mine of shipping news for the years 1719 to 1723. The first attempt at marine insurance in Philadelphia was advertised by John Copson in the issue for May 25, 1721.

Epitomized in the columns of the *Mercury* are frequent stories of adventurous voyages to and from many ports. Under date of June 2, 1720, is a good example of the thrilling dangers encountered in colonial days by men and ships engaged in coastwise commerce:

THE MAJESTIC DELAWARE

it is a great while was 6? if you have no shall not have to
be paid for you then I am sorry to pay for it the whole matter seems
well and with a little wait I expect no more in a small time
what then sent me some well as the showing not as yet looked into
the company or the played sugar I must conclude with you to hear
of it Well have I may inform the court as this present situation
with Salutation of our dear Love to then my Sister & Cousins & all
our dear Relations Excusing me to Bro. Jonathan for I have been
out of Order for some days just yesterday took phlegm then I
was not able more fully this being an absurd piece I am
Thy affect. Bro. J. D.

Worshipful J. D. 310 Spring

Philadelphia 1757 8ber 1757

I have thought it and sure nothing disagreeable to you. I am in great haste
acknowledging for thy favors - I wish to know how long it will be before the
Wagon Expecting that will favor the the same time request other persons to follow
me also I have enclosed a list of bills on my self in Bristol for forty pounds
which will not be due until I depart.

I have not time to send ... letter for London I Bristol by this post.
Having been engaged on other Affairs in England this. One Capt. Hewins from
Bristol was with me. We have a report by a Relation many of us on board
Hewins who came to Cape in Evening of 15th anchored at 11 o'clock. Distant Land
a large fleet had lay off and the boats in the dusk of evening latter to get
on board to inquire but on his coming near he was ordered to stand off for
they would fire. At which time observed a square sail covered the Deck & under
it were her ports they having sent her on with lights saw a considerable number
of men and thereupon went on board his ship having six or seven of them
before his eyes who were dressed in Blue or Black as if they would have put them
to death. He did to engage. When upon the Deck she had her cable & stood off.

In the morning they sent on shore for a pilot but could not find any one
so thought the Ship great. After some time she came in. She
arrived men of 10th found the ship was a pirate. She was in 4th of a pilot
But was informed that the ship was a pirate having three men of the
that taken three of the pilot of the Cape Vir. Howland. By way of
Feels and all found of piracy was riding by Cape May this is a monument of
my Day.

Thy friend to the Lay the ship for two barrels of
Hay and a piece of wood for the pilot. I am
Thy friend
Jonathan Dickinson

LETTER BOOK OF A COLONIAL SHIPPING MERCHANT—WITH REFERENCES TO PIRATES

Jonathan Dickinson's quaint old record book is preserved among the treasures of the Ridgway Branch of the Library Company of Philadelphia.



TARDY the PIRATE.

PORTRAIT OF A REAL PIRATE

In the Rush collection at the Ridgway Branch of the Library Company of Philadelphia. This pirate has a record of having killed over three hundred victims. He finally slew himself to escape capture.

THE MAJESTIC DELAWARE



PETER COOPER VIEW OF PHILADELPHIA HARBOR IN 1720

The earliest known picture of the Delaware River water front, rescued from an old London curiosity shop in 1857.

On Tuesday last arrived here the Sloop *Glasgow*, belonging to this place, of which *William Argent* was master. The said Sloop, in her passage from *Barbadoes*, to *Caroline*, on the third of May last, in the Latitude of $30^{\circ} 28'$, and 75 Leagues Eastward of the Bar of *Caroline*, was taken by a *Spanish Privateer* Sloop, of two Guns and fifty men, belonging to *Havana*; which Privateer, had about eight Days before taken the *Sarah Galley* of London, Captain *Austin* Commander. A stout Ship of eight Guns and twelve Men, they took the Ship, within five Leagues of the Bar of *Caroline*, just as she had fired of a Gun for a Pilot to carry her over the Bar, and in their return, they met with the Sloop *Glasgow*, which had but five Men and a boy besides the Master. The Master and two men they took on board their own Sloop, and put five *Spaniards* on board the prize, to take care of her and the prisoners, then stood away to the Southward. In Order to carry their prizes into *Havana* or *Bar a Coe* in the Island of *Cuba*; the three English prisoners soon consulted how they might free themselves and the vessel, which on the Tenth of May at 10 a clock at Night, they bravely, and Successfully performed. *William Davis*, one of the English Sailors, knocking down the *Spaniard* at helm with a Hatchet, who getting up again, he repeated his blow with more Vigour, which dispatched him. Immediately they secured the other four who seeing their Companion lye dead cry'd for Quarter, which they granted, securing them in the Steerage. When these three men performed this Action they were not a mile from the Privateer Sloop, but altering their Course that Night, and the next day proving Hazy, they lost Sight of her, and brought the Sloop with the four *Spanish* Prisoners in here. The three Men which performed this, were *William Warden* Mate, *William Davis* and *Walter Spry* foremast men.

EMIGRANTS AND THEIR SHIPS ON THE DELAWARE

In all decades of the colonial period the Delaware River was the great gateway for emigrants from Europe. Whether driven by economic necessity, by political persecution or by the desire for religious liberty, they sought out Penn's utopian province on the Delaware. Basing his statements on a book by J. D. Rupp of Harrisburg, in which was listed by name thirty thousand of these earliest immigrants, Watson has summed up the emigration of the colonial century in this passage:

SHIPS AND SHIPPING IN COLONIAL DAYS



COLONIAL WAREHOUSE AT DELAWARE AVENUE AND RACE STREETS—BY FRANK H. TAYLOR

Recently removed to make way for modern city improvements, this historic landmark long preserved along the river front the atmosphere of colonial days.

From 1682 to 1776, Pennsylvania was the *central point* of emigration from Germany, France and Switzerland. From 1682 to 1702, comparatively few Germans arrived—not above two hundred families, and they mostly located at Germantown. But the period from 1702 to 1727 marks an era in the early German emigration. Between forty and fifty thousand left their native homes in exchange for homes here. Because of the relentless prosecution and oppression in Switzerland, a large body of defenceless Mennonites fled from the Cantons of Zurich, of Bern, and Schaffhausen in 1672,—and took up their abode in Alsace on the Rhine, where they remained till they emigrated to London and thence to Pennsylvania—about

the year 1709. They lived sometimes at Germantown. In 1712, they purchased . . . Lancaster Co. . . in 1711 and 1717, and a few years later, so many more came over, as even to alarm the officials here, lest the Country might become a German population, rather than an English one. From such a course of action, it was made the law of Pennsylvania, that no emigrants should be allowed to settle, unless they previously took, severally, an Oath of Allegiance. . . .

Eminent among the first Germans to emigrate to the new world was Francis Daniel Pastorius, founder of Germantown, who

On the 2d Arrived the Ship Florida, Richard Cramer
on Board, and the Ship Wm. Allen in Providence
and St. Michael. On the 2 the Ship William Turner
Jas from Bermuda. On the 20 the Ship Ann, Jas.
Hawkins from Bristol, and the Ship Lines John Campbell
from Liverpool and Cork, with 140 and 20 Palatine Pe-
louses came here in fleet, and on the 21 Arrived
here the Brigantine Carter, David Barrett in London,
which place he left about the 8th of July. His Master
Ship was hurt which is supposed to be long Over the
Rocklands William Burrows Master, was at Spithead when
they came by there and Battered in several Days

Save them as by continued inter-ate culture, and give
Nuse thereof to their Owners shall be well rewarded.
The white one has one of his fore fingers disabled,
Whose Bull convey them to the Sheriff of Middle-
sex shall have Twenty Pounds current money paid him
or them a Whoreson that covers the Molters to the said
Sher P shall have Ten Pounds, whosoever Bull convey
the Molters to the said Richard Tylbman shall have Fifteen
Pounds reward.

L Arde Imported from England a choice parcel of
very good fowling Peccers, and Chamber's Bullets
Guns, to be Sold wholesale or Retail by John Ogden
a Philadelphia.

PHILADELPHIA: Printed and Sold by Andrew C. Sanford at the Bible the Second Street,
and also by John Copson in High Street and William Bradford
in New York, where Advertisements are taken in.

THE MAJESTIC DELAWARE

came over by way of England, sailing in a ship named the *America*, Captain Joseph Wasey, and landing in Philadelphia, June 20, 1683. Johannes Kelpius, afterwards celebrated as the "Hermit of the Wissahickon," accompanied by his famous little band of German mystics, arrived June 23, 1694, sailing up the Delaware in the ship *Sarah Maria*. John Wister, founder of the distinguished Wister family, came to Philadelphia in 1727, arriving in a ship with some four hundred German emigrants, who gave grave concern to James Logan and other members of the Provincial Council of Pennsylvania until they had taken oath of allegiance to the king, and promised fidelity to the proprietor and obedience to the established constitution.

Many of the early British immigrants were poor whites who sold themselves into servitude for a number of years to pay their passages. These were the so-called "Redemption servants." An advertisement of 1728 reads: "Lately imported, and to be sold cheap, a parcel of likely men and women servants." In the same year there arrived at New Castle 4,500 persons, chiefly from Ireland; in 1729, arrived 267 English and Welsh and 43 Scotch; all servants. In 1729 was advertised: "For sale, a parcel of English servants from Bristol."

As showing some of the obstacles put in the way of immigration from Ireland to Pennsylvania, the following letter is highly interesting. It was written from Dublin, May 3, 1736, by John Stewart to one of the Penns. The original is in the Penn manuscripts of the Historical Society of Pennsylvania.

As you are the proprietor of pensilvania & being informed of your being in London I would beg Liberty to inform your Worship of some of the Deficulty w^h poor people that are flying from the oppression of Landlords & tyeths (as they term it) to several parts of America Viz: When Last our Irish parlement was sitting there was a Bill brought in respecting the Transportation to America which made it next to a prohibition said Bill greatly alarmed the people perticularly in the north of Ireland and least a second should suckseed greater num^{rs} than usuall made ready but when said Landlords found it so the(y) fell on with other means by destressing the Owners & Masters of the ships . . . they had severall of said



Courtesy of I. N. Phelps Stokes

OLDEST ENGRAVING OF PHILADELPHIA—THE PORT ABOUT 1735

THE MAJESTIC DELAWARE



From *Byways and Boulevards—In and About Historic Philadelphia*

Courtesy of Corn Exchange National Bank

FOOT OF MARKET STREET—AS IT LOOKED WHEN BENJAMIN FRANKLIN ARRIVED IN PHILADELPHIA VIA THE DELAWARE RIVER, 1723

Owners & masters apprehended. . . . Bound in bonds of a thousand pounds to appear at Carrick-fergus assizes or be thrown into a Lowthome Goal . . . the Judge was pleased to discharge them . . . one of the Justices got up in Court & swore By God if any came to Lisburn the town in which he lived to publish an advertisement he would Whipe him throw the Town. . . . But yet a more Hellish contrivance has been thought of . . . when said ships and passengers was just ready to seal (the Collector of Belfast would not) so much as allow the poor people to carry their old Bed Cloaths with them althow ever so old under pretence of An Act of the British parliament . . . no less than ten ships . . . has . . . these 18 or 20 days . . . no appearance of getting away . . . and which is yett more moving 17 or 18 hundred souls many of which are in most deplorable circumstances not being so much as able to pay their passage and all of them destitute of houses to put their heads into or of means wherewith to support themselves many of which has depended on their Friends in America. . . .

N.B. I did not think proper in the body of the Letter to acquaint Your Honour of those ten ships there is eight bound for Dalour (Delaware).

Such were the difficulties to be overcome

to found a city on the Delaware, and to lay the foundations of a nation!

FRANKLIN LANDS IN PHILADELPHIA VIA THE DELAWARE, 1723

Not all the notable arrivals on the Delaware were from Europe or by way of the sea, as we learn from the immortal autobiography of Benjamin Franklin, in which Franklin tells in his usual picturesque way the story of his entry into Philadelphia by boat from Burlington.

At his house I lay that night, and the next morning reached Burlington, but had the mortification to find that the regular boats were gone a little before my coming; and no other expected to go before Tuesday, this being Saturday. . . . However, walking in the evening by the side of the river, a boat came up, which I found was going towards Philadelphia with several people in her. They took me in, and, as there was no wind, we rowed all the way, and about midnight, not yet having seen the city, some of the company were confident we must have passed it, and would row no farther; the others knew not where we were: so we put toward the shore, got into a creek, landed near an old fence, with the rails of

SHIPS AND SHIPPING IN COLONIAL DAYS

which we made a fire, the night being cold, in October, and there we remained till daylight. Then one of the company knew the place to be Cooper's Creek, a little above Philadelphia, which we saw as soon as we got out of the creek, and arrived there about eight or nine o'clock on the Sunday morning, and landed at the Market Street wharf.

Up Market Street Franklin made his memorable walk—in working dress, dirty from the journey, with pockets stuffed with shirts and stockings, fatigued with rowing and want of rest, hungry and friendless; cutting, as he says, a grotesque and ridiculous figure, on this his first entry into the city in which he was destined to play such an imperishable rôle.

GROWTH IN COLONIAL EXPORT AND IMPORT TRADE

The splendid progress that the port of Philadelphia was making forty years after Penn's landing is indicated by the increasing number of vessels that cleared from this port. In 1722, cleared 96 vessels of 3,531 tons; in 1723, 99 vessels of 3,942 tons; in 1724, 119 vessels of 5,450 tons; and in 1725, 140 vessels of 6,655 tons. During the five years (1729-1734) that the State House, now Independence Hall, was in process of building, the value of imports increased a third, and that of exports doubled. Exports in 1733 were valued at £14,776, 19 shillings, 4d.; imports, at £40,565, 8 shillings, 1d.

A table of exports for 1752, records the extent of the colonial products that were shipped down the Delaware in this period:

Wheat	86,550 bushels
Flour (wheat)	125,960 barrels
Indian corn	90,743 bushels
Wheat biscuits	599 hogsheads
" "	812 tierces
" "	28,338 tuns
" "	7,888 quarter tuns
" "	249 skeppund (tuns)
Beef	925 tons
Bacon	3,431 tons
Staves	4,812,943 pieces
Bar-iron	4,491 tons
Iron rods	189 tons
Pig-iron	205 tons
Ginseng root	57 boxes
"	112 tons
"	6 cases



FRANKLIN ON LANDING AT MARKET STREET
WHARF

Dr. R. Tait McKenzie's statue at the University of Pennsylvania.

Deerskins and furs	305 boxes
" "	32 half boxes
" "	15 quarter boxes
Flaxseed	9,865 hogsheads
"	454 half hhds
"	39 third hhds
"	221 tuns

A CONTEMPORARY PICTURE OF COLONIAL COMMERCE, 1754

In the pages of Acrelius may be found a remarkably comprehensive account of colonial commerce as it was carried on in Philadelphia vessels about the year 1754. Describing Philadelphia, Acrelius says: "The city . . . has a commerce so widely extended that in the month of October, 1754, there were 117 large sailing-vessels in the harbor at the same time." This commerce, he points out, was based on a wide range of exports and imports:

To the West India Islands are sent wheat flour, bread, Indian corn or maize, beef, bacon, cheese, butter, staves, bar-iron, and cedar shingles. There is brought thence rum, Muscavado sugar, syrup, Spanish gold or silver coin, and exchange upon England.

To North Carolina are sent wheat flour, bread, and cheese; and thence are brought tar, pitch, turpentine, hides, and tallow.

To the Bay of Honduras are sent all kinds

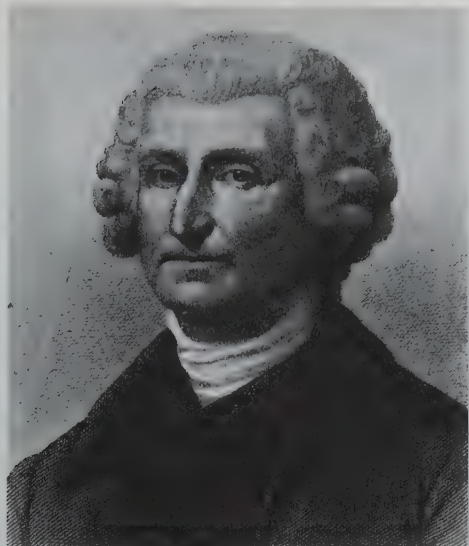
AN AGGREGATE and VALUATION of the Exports from the Port of Philadelphia; with the number of Vessels and Tonnage employed therein Annually, calculated from the year 1771 to 1774

N. B. Calculated from Jan. 5. 1771 to Dec. 31. 1774 exclusive, each year distinguished, viz.

Year	No. square rigged Vels	No. sloop and Schooners	Amount of Tonnage.	Barrels of flour	Barrels of bread	Bushels of wheat	Bushels of Indian corn	Barrels of beef and pork	Barrels of hams	Tons of iron	Barrels of turpentine	1000 Feet plank & boards	1000 Staves and heading	1000 Hoops	1000 Shingles	No. walnut logs	Feet of mahogany	Tons of lignumvite	Tons of logwood	Chells of deer skins	Pounds of furs	Tons of pot-ashes
1771	195	391	4764	232744	38820	51619	25944	5059	778	258	3143	1724	6188	195	1937	53	108441	24	169	937	903	161
1772	379	368	4781	23872	50504	52012	159625	3849	782	220	166	4075	5987	978	1765	204	142621	42	425	164	1200	66
1773	426	370	6072	265917	48183	12391	17221	827	1068	963	1722	3309	51171	1245	2254	79	63255	30	195	37	40	137

Tons of pearl-shells	Cwt. of brown sugar	Pounds of leaf sugar	Gallons of molasses	Gallons of rum	Tons of wine	Tons of oil	Barrels of fish	Bushels of flax-seed	Pounds of bees wax	Boxes spermaceti candles	Boxes of soap	Keys of Lard	Boxes of chocolate	Cwt. of coffee	Bushels of salt	Pounds of cotton wool	Barrels of beer	Pounds of leather	Pounds of rice	Keys of Harch	Value in Sterling.	
195	1181	7911	23191	20443	24	22	1228	11012	20261	189	399	479	103	6446	2200	1233	25970	258376	349	631,534	14 : 10	
25	5149	8640	8161	247635	118	4	5776	85794	50140	1000	331	734	385	296	42803	5940	1798	40725	834074	1033	784,354	4 : 2
175	1257	6778	3945	277263	17286	4885	6840	6898	98549	514	241	732	306	1659	39192	25070	13504	31696	998400	7001	720,135	13 : 7

SHIPS AND SHIPPING IN COLONIAL DAYS



THOMAS WILLING

First president of the first bank in America, this colonial shipping merchant played an important part in the affairs of the new United States.

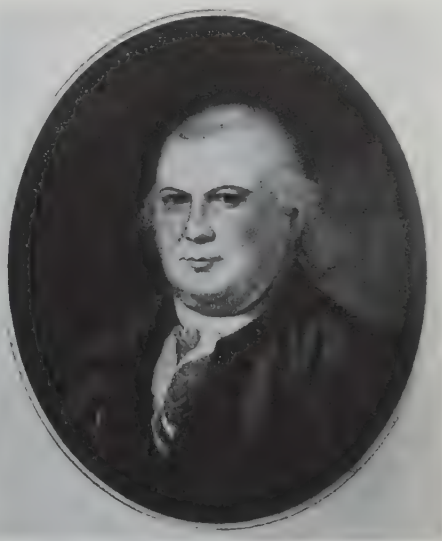
of provisions, and thence are brought various kinds of wood-mahogany, lignum-vitæ, log-wood, and Brazil-wood. The same trade is also prosecuted along the coast of the Gulf of Mexico, called the Musquito Shore, from which also buffalo hides are brought.

To London, Bristol, and Liverpool are sent raw hides, deer-skins, and peltries, rum, sugar, and syrup; various woods from the Bay of Honduras, staves, boards of walnut and oak, tar, pitch, turpentine, pig and bar iron, and copper ore. Thence are brought all kinds of English manufactures, and even bottled liquors. But as this commerce is carried on with a very heavy balance against it, this must be made up by bills of exchange, and by money in Spanish and Portuguese coin.

To Ireland are sent staves, ship-timber, walnut boards, tar, turpentine, pitch, iron, together with a great quantity of flax-seed, cash, and bills of exchange. Thence are brought linen-white, striped, and checked—servants, and emigrants. All else is prohibited.

To Lisbon are sent wheat, ship-bread, and wax; and thence are brought wine, salt, olive-oil, silk, satin, tea, spices, and coin, but by smuggling. The same trade is also carried on with Madeira and the Canary Islands.

With Rotterdam has sprung up a very profitable commerce in the transportation of German and Swiss emigrants. The ships go to South Carolina, where a cargo of rice is taken in,



ROBERT MORRIS

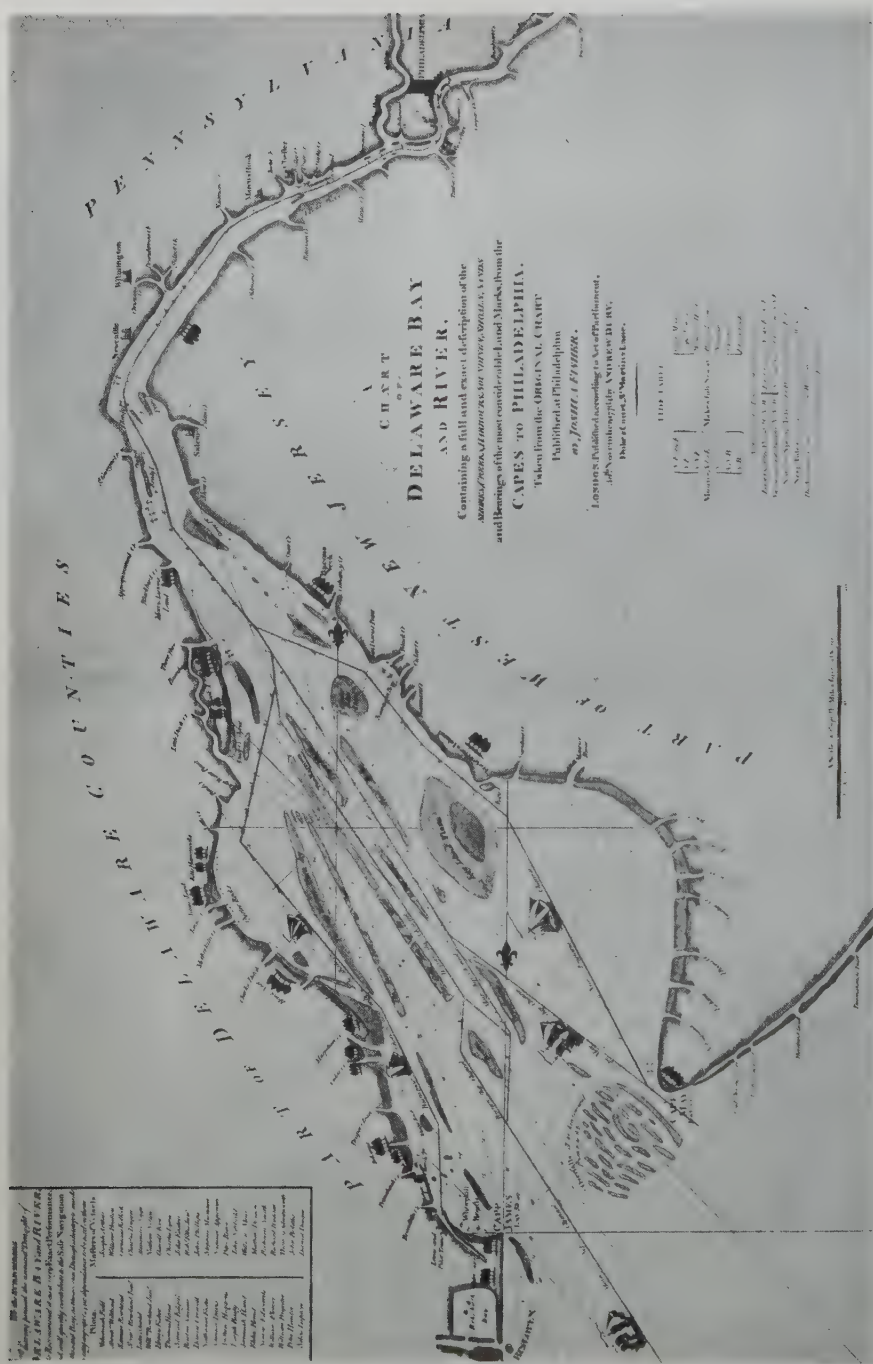
Partner of Thomas Willing, the great financier of the Revolution in his younger days often sailed down the Delaware as supercargo of one of his own ships.

and duty paid to England; after which they go to Rotterdam. Thence the people are conveyed to Philadelphia. Each person has to pay about three hundred and fifty dollars (copper coin) for the passage. Those who have no means of payment are sold to service for three, four, or five years.

The year 1754 marked the beginning of the partnership of Robert Morris with Thomas Willing. Soon the most extensive importing house in Philadelphia, this firm of Willing & Morris was a leader in the West Indies trade. Robert Morris more than once sailed down the Delaware, serving as supercargo of one of his ships. These two Philadelphia colonial merchants were destined to have their names written large in the annals of the United States of America. By their genius, their courage and their sacrifices they did much to lay the foundations of the American Government and to shape the destiny of the whole American people.

HISTORIC VIEWS OF THE PORT IN COLONIAL DAYS

The growth of the port of Philadelphia in colonial days has fortunately been regis-



A MAP OF THE DELAWARE RIVER IN 1776

Especially interesting for the insert containing the names of Delaware River pilots and masters of vessels.

SHIPS AND SHIPPING IN COLONIAL DAYS

tered also by a number of invaluable paintings and engravings.

The earliest known picture of the Philadelphia water front, now hanging in the hall of the Philadelphia Library Company, Locust and Juniper Streets, is "The South East Prospect of the City of Philadelphia," painted by Peter Cooper in 1720. Painted on canvas eight feet long and one and a half wide, it shows not only the principal buildings of the town in 1720, but gives the names of twenty-four good old Philadelphia householders"; of added importance are the contemporary sketches of vessels lying in the harbor. Crude as are the drawings, here may be seen river boats, schooners, sloops, and square-rigged deep sea vessels of earliest colonial times. Generally regarded as an "antique daub," valuable chiefly for its historic interest, this old painting was presented to the Library in 1857 by Hon. George M. Dallas, then Minister to England. It was given to Mr. Dallas by a member of Parliament, who found it among the rubbish of an old London curiosity shop.

Of equal historic value for the period it represents is: "An East Perspective View of the City of Philadelphia, in the Province of Pennsylvania, in North America; Taken from the Jersey Shore." This engraving by J. Carwitham, already mentioned as the oldest engraving of Philadelphia, was made from an original drawing sent from Philadelphia to London probably between 1732 and 1741 (the years when the State House, which is shown in the picture, was being built). Printed for and sold in London by Carington Bowles, it was probably once included in a collection of views of cities. Its value as a contemporary record of types of ships to be found in the harbor at this important colonial period is great.

The famous Scull and Heap "East Prospect of the City," described in an earlier chapter, was published in 1754, and was apparently especially designed to celebrate the harbor and port of Philadelphia at a time when the growth of colonial shipping at this port was at a highwater mark. The elaborate verbal description of the harbor and

port that accompanies the "Prospect" includes the complete export and import statistics available at the end of the year 1752, as quoted by Acrelius, and given above. The drawings of colonial ships in this view of the harbor will bear close study.

THE DELAWARE DOMINANT IN 1771-74

The dominance of the Delaware River in the colonial export commerce of America reached its climax with the Revolution. A chart published in the *Pennsylvania Magazine* for 1775 showed the vast extent of this commerce for the years 1771 to 1774. In 1773 there cleared from the port of Philadelphia 426 square rigged vessels, and 370 sloops and schooners, aggregating in tonnage 46,976 tons. The value of exports in this year was £720,135, 13s., 7d.

SHIP REGISTERS FOR THE PORT OF PHILADELPHIA, 1726-1775

The ship registers for the Port of Philadelphia from 1726 to 1775 have been put on record by the Historical Society of Pennsylvania in the pages of the *Pennsylvania Magazine*, beginning with volume XXIII (1899) and ending with volume XXVIII (1904). The printed register contains dates, names and kinds of vessels, masters, owners, tonnage and the places where built. Here are recorded the ships of Thomas Willing and Robert Morris, James Mease, Henry Drinker, Abel James, James Pemberton, Blair McClanachan, Thomas Wharton, Jr., George Emlen, Stephen Moylan, James Ross, John Nixon, Charles and Samuel Massey, Robert Waln, Mordecai Lewis, William Bingham, Thomas Penrose, Joseph Donaldson, David Franks, Samuel Coates, Thomas Miiffin, and many others.

What a wealth of history, local and national, lurks behind the names of those old colonial shipping merchants! Here are the names of families eminent in the affairs of the Quaker City and of the nation for generation after generation down to the present day. Nothing short of a whole volume could do justice to any one of these names.



By courtesy of the Metropolitan Museum of Art

WASHINGTON CROSSING THE DELAWARE—CHRISTMAS NIGHT, 1776—BY EMANUEL LEUTZE

Among all the numerous historic events of importance in Revolutionary days none has quite so appealed to the popular imagination as Washington's brilliant last stroke on the Delaware River above Trenton.

V

The Delaware River in War Times

IN THE softening haze of historic perspective the actions of another age seem chiefly dramatic and picturesque. Tragedy, when it belongs to other times or to other persons, somehow makes a not unpleasant tale. The pageantry of the Delaware River in war times is fascinating as national drama already acted.

THE DELAWARE'S TEA-SHIP POLLY

An exciting prologue to the birth of the nation began on the Delaware River in December, 1773, when the arrival of the tea-ship *Polly* at Gloucester Point brought to a head all the feelings of resistance that had been repeatedly manifested by the merchants and traders of Philadelphia since the disastrous Stamp Act of 1765. Although the captain of the *Polly* was threatened with tar and feathers, he was allowed to come to town that he might see the prevalent spirit of opposition to receiving "the detested tea." In the State House yard assembled a general town meeting of probably eight thousand people. It made clear to the *Polly's* captain the wisdom of directing his voyage homeward.

A contemporary newspaper, under date of Monday, December 27, 1773, gave a vivid account of what happened:

... on Saturday evening last an express came up from Chester to inform the town that the tea-ship, commanded by Capt. Ayres, with her detested cargo, was arrived there. . . .

The committee then appointed three of their members to go to Chester, and two others to Gloucester Point, in order to have the earliest opportunity of meeting Capt. Ayres, and representing to him the sense of the public respecting his voyage and cargo. . . . At about 2 o'clock she appeared in sight of Gloucester Point, where a number of the inhabitants from the town had assembled . . . as she passed along she was hailed, and the captain requested not to proceed further, but to come on shore. This

the captain complied with, and was handed thro' a lane made by the people to the gentlemen appointed to confer with him. They represented to him the general sentiment, together with the danger and difficulties that would attend his refusal . . . and finally desired him to proceed with them to town. . . . Upon an hour's notice this morning, a public meeting was called, and the State House not being sufficient to hold the numbers assembled, they adjourned into the square . . . the following resolutions were not only agreed to, but the public approbation testified in the warmest manner. . . .

Resolved 1st. That the tea on board the ship *Polly*, Capt. Ayres, shall not be landed. . . .

Capt. Ayres being present at this meeting, solemnly and publicly engaged that he would literally comply with the sense of the city . . . in about 2 hours, the tea-ship weighed anchor from Gloucester Point, . . . and proceeded with her whole cargo on her return to the East India Com? . . .

Thus this important affair, in which there has been so glorious an exertion of public virtue and spirit, has been brought to a public issue, by which the force of law, so obstinately persisted in, to the prejudice of the national commerce, for the sake of the principle on which it is founded, (a right of taxing the Americans without their consent,) has been effectually broken, and the foundation of American liberty more deeply laid than ever."

This so-called "Philadelphia Tea Party" was one of the stirring incidents that soon led to the calling of the epoch-making Continental Congress, held in Carpenters' Hall, Philadelphia, September, 1774.

WASHINGTON CROSSING THE DELAWARE

Among the numerous historic events of importance in Revolutionary days that found their setting on the Delaware River none has quite so possessed the popular imagination as that of Washington crossing the river with his army Christmas night, 1776.

Whatever art critics may have to say of Emanuel Leutze's colorful though tragic can-

THE MAJESTIC DELAWARE

TO THE DELAWARE PILOTS.

THE REGARD we have for your Characters, and our Desire to promote your future Peace and Safety, are the Occasion of this Third Address to you.

In our second Letter we acquainted you, that the Tea Ship was a Three Decker; We are now informed by good Authority, she is not a Three Decker, but an old black Ship, without a Head, or any Ornaments.

THE Captain is a short fat Fellow, and a little obstinate withal.---So much the worse for him.---For, so sure as he rides rusty, We shall heave him Keel out, and see that his Bottom be well fired, scrubb'd and paid.---His Upper-Works too, will have an Overhawling.---and as it is said, he has a good deal of Quick Work about him, We will take particular Care that such Part of him undergoes a thorough Rummaging.

WE have a still worse Account of his Owner;---for it is said, the Ship POLLY was bought by him on Purpose, to make a Penny of us; and that he and Captain Ayres were well advised, of the Risque they would run, in thus daring to insult and abuse us.

Captain Ayres was here in the Time of the Stamp-Act, and ought to have known our People better, than to have expected we would be so mean as to suffer his rotten TEA to be funnel'd down our Throats, with the Parliament's Duty mixed with it.

We know him well, and have calculated to a Gill and a Feather, how much it will require to fit him for an American Exhibition. And we hope, not one of your Body will behave so ill, as to oblige us to clap him in the Cart along Side of the Captain.

We must repeat, that the SHIP POLLY is an old black Ship, of about Two Hundred and Fifty Tons burthen, without a Head, and without Ornaments.---and, that CAPTAIN AYRES is a thick chunky Fellow.---As such, TAKE CARE to AVOID THEM.

YOUR OLD FRIENDS,

THE COMMITTEE FOR TARRING AND FEATHERING.

Philadelphia, December 7, 1773.

Monday Morning, December 27, 1773.

THE TEA-SHIP being arrived, every Inhabitant, who wilhes to preserve the Liberty of America, is desired to meet at the STATE-HOUSE, This Morning, precisely at TEN o'Clock, to advise what is best to be done on this alarming Crisis.

T M,

THE TEASHIP "POLLY" BROADSIDE, 1773

THE DELAWARE RIVER IN WAR TIMES

vas, the fact remains that it has an honored place among the paintings in the Metropolitan Museum of Art. Whatever historians may aver about the crossing as a practical or heroic undertaking, artists persist in finding it inspiring and illuminating, as is witnessed by George Hardin's mural representation in the Capitol Theatre at Trenton.

An interesting side-light has recently been thrown on Washington's manœuvres about the Delaware by a letter copied from a manuscript preserved in England among the Sackville manuscripts. Written to the British ministry August 26, 1778, by Dr. John Berkenhout, secret commissioner for restoring peace, it records an excursion from New York to Philadelphia:

Slept at Trenton on the Delaware. When General How was stopt by this river, in his march to Philadelphia, it was not fordable; but by means of pontoons or rafts, it might have been passed with great facility. It is so narrow, that the opposite bank might have been effectually scowered by his cannon. Washington had not, at the time, 3,000 men able to bear arms. The Quaker, who then acted as Quartermaster General, affirms that the morning when the British army was expected to pass the Delaware, being at breakfast with Washington, the General said, with a sigh, "Well, 'tis a noble cause lost! For my own part, I will retire to the banks of the Ohio, where I hope, the English will not think it worth their while to molest me." The same morning he wrote to Congress, that his next letter would probably inform them of his having disbanded his army. This I was told by Matlack, secretary to the Executive Counsel of Pennsylvania. When Lord Cornwallis, with the flower of the British army, lay at Trenton, with Washington at his front, a small rivulet between them and the Delaware in Washington's rear; that General had not more than 1,500 men. He escaped in the night, leaving fifty men to keep up the fires in his camp, and, by a very extraordinary march, was, before morning, in Cornwallis's rear at Princeton, where he surprised a part of the British army.¹

THE DELAWARE RIVER'S FAMOUS "BATTLE OF THE KEGS"

Grim warfare on the Delaware in Revolutionary days was not without its amusing side, as is witnessed by the famous "Battle

of the Kegs," which evoked the celebrated ballad of Francis Hopkinson, father of the author of "Hail Columbia." "It began at early morn," says the annalist Watson, "a subject of general alarm and consternation, but at last subsided, in matter of much merrymaking among our American whigs, and of vexation and disappointment on the part of the British. When the alarm of explosion first occurred, the whole city was set in commotion. The housekeepers and children ran to their houses generally for shelter, and the British everywhere ran from their shelters to their assigned places of muster. Horns, drums and trumpets sounded everywhere to arms with appalling noise, and cavalry and horsemen dashed to and fro in gay confusion."

The kegs which occasioned this grave alarm were constructed at Bordentown and were sent floating down the Delaware for the purpose of destroying the British ships which were anchored in the stream at Philadelphia for the whole length of the city. The invisible kegs, which were floated by buoys, were charged with gunpowder, and fitted with spring-locks to explode them on contact with a ship's bottom. They were discovered by the British when the crew of a barge attempted to take one of them up. The explosion killed four of the crew and wounded the rest. Soon all the wharves and ships were lined with soldiers and the floating buoys and their kegs became objects for good target practice. Says Hopkinson:

Such feats did they perform that day,
Against these wicked kegs, sir,
That years to come, if they get home,
They'll make their boasts and brags, sir.

MESCHIANZA PAGEANT ON THE RIVER

Often described in its gala and social features, the splendid Meschianza pageant of tilt and tourney, arranged by Major André and other officers on occasion of General Howe's return to England, has never been adequately stressed as a water fête or festival.

The Delaware on May 18, 1778, was a gorgeous spectacle. At Knight's wharf, at the water edge of Green Street in the North-

¹ Mereness: *Travels in the American Colonies*. Published under the auspices of the National Society of the Colonial Dames of America.

THE MAJESTIC DELAWARE



AN ORIGINAL TICKET FOR THE MESCHIANZA
Major André's celebrated entertainment planned for the
glory of General Howe was also a gay river pageant.

ern Liberties, the company began to assemble at three o'clock in the afternoon. On the ticket of admission was printed a view of the sea. By four thirty the "grand regatta" had embarked in three divisions. Rowing to flowing harmony, three flat boats, with a band of music in each, led the procession. As the vessels with the White Knights—"the knights of the blended rose," and the Black Knights—"the knights of the burning mountain," made progress down the river, barges were rowed on the flanks to keep off the multitude of boats that crowded to see the pageantry. All along the riverside houses, balconies and wharves were filled with spectators.

Just below Old Swedes' Church, where is now Washington Avenue wharf, the gay party disembarked, and marched through an avenue of grenadiers and light-horse to the Wharton country-seat at Fifth Street below Washington Avenue. There the gayest of scenes were enacted. Major André called it "the *most splendid* entertainment ever given by an army to its general."

Elaborate descriptions of the great tourney at the Wharton Mansion have been handed down by the annalists. Watson says:

On the front seat of each pavilion were placed seven of the principal young ladies of the country, dressed in Turkish habits, and wearing in their turbans the articles which they intended to bestow on their several gallant knights. Soon the trumpets at a distance announced the approach of the seven *white knights*, habited in white and red silk, and mounted on gray chargers, . . . then their herald, proclaimed their challenge in the name of the *Knights of the blended rose*, declaring that the ladies of their order excel in wit, beauty and accomplishments, those of the whole world,—and they are ready to enter the lists against any Knights who will deny the same . . . the black herald proceeded to proclaim his defiance in the name of the *Knights of the burning mountain*. Then retiring, there soon after entered the *black knights*. . . on whose tunic was represented a mountain sending forth flames, and the motto, "I burn forever."

. . . Then the knights received their lances from their esquires, fixed their shields on their left arms and . . . encountering in full gallop, shivered their spears! In the second and third encounter they discharged their pistols. In the fourth they fought with their swords.

BURNING OF THE BRITISH WARSHIP AUGUSTA

A grimmer picture of war times in Revolutionary days on the Delaware has been preserved for later generations by an unusual engraving—"Published as the Act directs by W. Elliott in Park Street 17th of Feb' 1787."

The scene of this engraving shows the burning of the ill-fated British ship *Augusta*, whose wrecked remains were down to recent years one of the sights off shore at Gloucester, N. J. The engraving was made by Lieut. W. Elliott from an original by him "drawn on the spot." The full description accompanying the engraving reads:—"Representation of the Action off Mud Fort in the River Delaware; the Enemy's fleet consisting of Frigates, Fire ships, Galleys, &c attacking His Majestys Ships *Augusta*, *Roebuck*, *Pearl*, *Liverpool* and *Merlin* 15th Novr 1777. In which the *Augusta* took fire by accident, and the *Merlin* was burnt to prevent her falling into the hands of the Enemy."

The presence of this wreck at the spot in Gloucester represented in Frank H. Taylor's



By Courtesy of I. N. Phelps Stokes

BURNING OF THE BRITISH WARSHIP "AUGUSTA"

This rare engraving, made by Lieutenant W. Elliott from his own original, "drawn on the spot," records some exciting actions on the Delaware River, November 13, 1777.



REMAINS OF THE WRECK OF THE "AUGUSTA" AT GLOUCESTER, N. J.—BY FRANK H. TAYLOR

Moved from its original position off Red Bank by Gloucester shad fishermen, this old hulk was for many years one of the curious sights of the river.

THE DELAWARE RIVER IN WAR TIMES



FORT MIFFLIN, REDRAWN FROM AN OLD SKETCH—BY FRANK H. TAYLOR

This famous "Mud Fort in the River Delaware" both in Revolutionary times and in Civil War days was the background of stirring actions. An attractive contemporary sketch of it is to be found as an insert in the manuscript map of the fort and river made by British officers during the Revolution and now owned by the Congressional Library at Washington.

drawing is explained by the curious fact that many years ago it was removed from its original position in the river off Red Bank because it interfered with the nets of Gloucester shad fishermen.

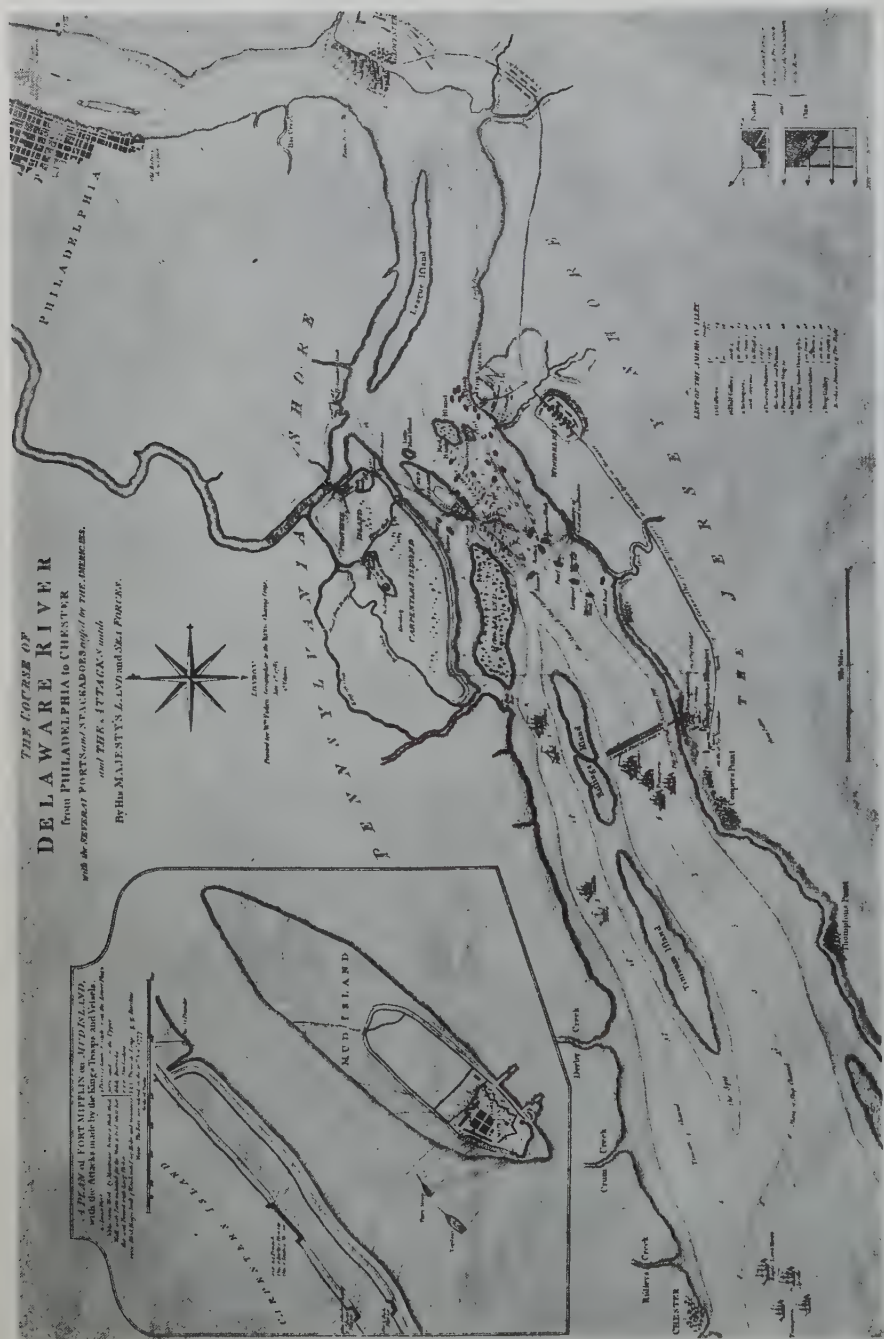
HISTORIC FORT MIFFLIN

The "Mud Fort in the River Delaware" above referred to was the historic Fort Mifflin, within sight of the present Navy Yard at League Island. Both in Revolutionary times and in Civil War days this fort was the background of stirring actions. In the latter period, a garrison was maintained, ammunition stored, and a camp provided for military prisoners. This fort is still the chief defensive work for the port of Philadelphia.

Named after the Revolution for Governor Mifflin, also distinguished as a Revolutionary general, the original fort on Mud Island was begun in 1773 by the Province of Pennsyl-

vania after plans by John Montrossor, an officer of the military Royal Engineers. The military battle commemorated by a monument at Red Bank, New Jersey, was preliminary to the British naval assault on this fort, when three hundred guns, besides mortars, were trained against it.

In the map division of the Philadelphia Free Library on Logan Square will be found photostatic reproductions of manuscript plans and views of the original "Mud Fort" at Fort Mifflin, made by British officers during the Revolution and now owned by the Congressional Library at Washington. One of these originals is marked: "A Plan of the Attacks against Fort Mifflin on Mud Island: which surrendered 16th November 1777 to the Kings Troops under the command of the Honorable Sir Wm. Howe." A notation on this map gives the following "list of the Rebel fleet":—13 galleys; 26 half galleys; 2



PLAN OF FORT MIFFLIN ON MUD ISLAND PUBLISHED IN LONDON IN 1783

This map made by "the Geographer to the King," showing the plan of Fort Mifflin and the King's vessels engaged in the attack of November 16, 1777, is evidently based on the original map made by the British officers at the time.

THE DELAWARE RIVER IN WAR TIMES

Xebeques; 2 floating batteries; the *Arnold* and *Putnam*; 1 Province ship; 14 fire ships; 1 Brig, called the *André Doria*; 1 schooner Galley; 1 Brig galley; exclusive of a number of Fire Rafts.

In an elaborate paper on "Old Fort Mifflin," read at a meeting of the Numismatic and Antiquarian Society of Philadelphia, held (April 17, 1921) on the ramparts of the old fort, Frederick H. Shelton said: "Old Fort Mifflin . . . marks a contest of supreme valor, appreciated by but few and forgotten by and even unknown, to most; yet a spot that for courage and bravery ranks with the brilliant capture of Stony Point, by Wayne; and a spot that was of heavy import and influence upon the whole Revolutionary conflict." Washington himself wrote Congress: "The defence will ever reflect the highest honor upon the officers and men of the garrison. The works were entirely beaten down, every piece of cannon dismounted, and one of the enemy's ships was so near that she threw grenades into the fort and killed men upon the platform from her tops before they quitted the island."

A FAMOUS DELAWARE RIVER PRIVATEER—THE HYDER ALI

But one glimpse can be given of the Delaware's part in privateering during the Revolutionary War. Famous among Philadelphia merchantmen was the *Hyder Ali*. The story of how it was converted into a privateer, as told by the annalist Watson, is a vivid picture of the times:

The capture of the *General Monk*, by the *Hyder Ali* privateer, on the 8th of April, 1782, by a number of volunteers, of Philadelphia, was so remarkable a case of gallantry as to deserve some special notice.

A number of gentlemen having met in the evening at Crawford and Donaldson's insurance office, in High Street, and conversing together on the subject of the captures making in the bay by the *General Monk*, just then arrived, it was resolved to raise a loan of money by which to fit out a vessel which might succeed to capture her.

The money was obtained of the Bank of North America, upon the responsibility of sundry individuals; the *Hyder Ali* was purchased of John W. Stanley, and the command given to

Captain Barney; a crew of volunteers, chiefly from the regular service, was engaged, and a commission of a letter-of-marque procured.

In a week, the vessel was ready, and sailed. Captain Barney disguised his vessel as a merchantman, and gave his orders, that when he should command to *board*, they should fire coolly and deliberately; and that when he should order to *fire*, they should then board. When arrived in sight, and perceiving that he could out sail the other, he hung over his drag anchors, to impede his way and to deceive the adversary. On being overhauled by the *General Monk*, Barney called out to prepare for boarding; the other, deceived by the call, directed his men to line the sides of his vessel to prevent them. The moment they were at their posts, Barney cried to his men to board. His men fired: the captain of the *General Monk* and several of his officers fell. The *General Monk* returned the fire, but it was too late then to retrieve; so that when Barney ordered his men to fire, they boarded without resistance. There they had a horrid sight—nearly one hundred killed and wounded lay upon the deck. The *General Monk* carried eighteen nine-pounders, and one hundred and fifty men: the *Hyder Ali* carried four nine-pounders and twelve sixes, and one hundred and twenty landsmen—four were killed and fifteen wounded.

OLD PHILADELPHIA NAVY YARD—FIRST IN THE UNITED STATES

A landmark on the Delaware, treasured down to 1875, was the Old Navy Yard in Southwark, at the foot of Federal Street, celebrated as the first Navy Yard in the United States.

Established in 1800, but occupying the site of the shipyard of Joshua Humphreys, first Chief Naval Constructor of the United States, this old government shipyard linked up the Delaware of Revolutionary days with the Delaware of the Civil War period. In war times, and throughout its history, as is shown in a later chapter, this yard upheld the best traditions of naval shipbuilding on the Delaware. Its two great towering ship-houses were long the most conspicuous buildings on the river front. The first was built in 1821; the second in 1822. The old site was sold at public sale for \$1,000,000 to the Pennsylvania Railroad, December 2, 1875. Early in January, 1876, the Navy Yard was removed to its present site at League Island.



*Old Navy Yard, 1864
Frank H. Taylor.*

OLD NAVY YARD AT PHILADELPHIA IN CIVIL WAR DAYS—BY FRANK H. TAYLOR

THE DELAWARE RIVER IN WAR TIMES



Courtesy of the Historical Society of Pennsylvania

WASHINGTON STREET WHARF, PHILADELPHIA, IN CIVIL WAR DAYS

Adjoining the Old Navy Yard on the Delaware River front, this historic spot witnessed hosts of hurrying soldiers cheered on their way by thousands of patriotic men and women.

WASHINGTON STREET WHARF—CIVIL WAR DAYS

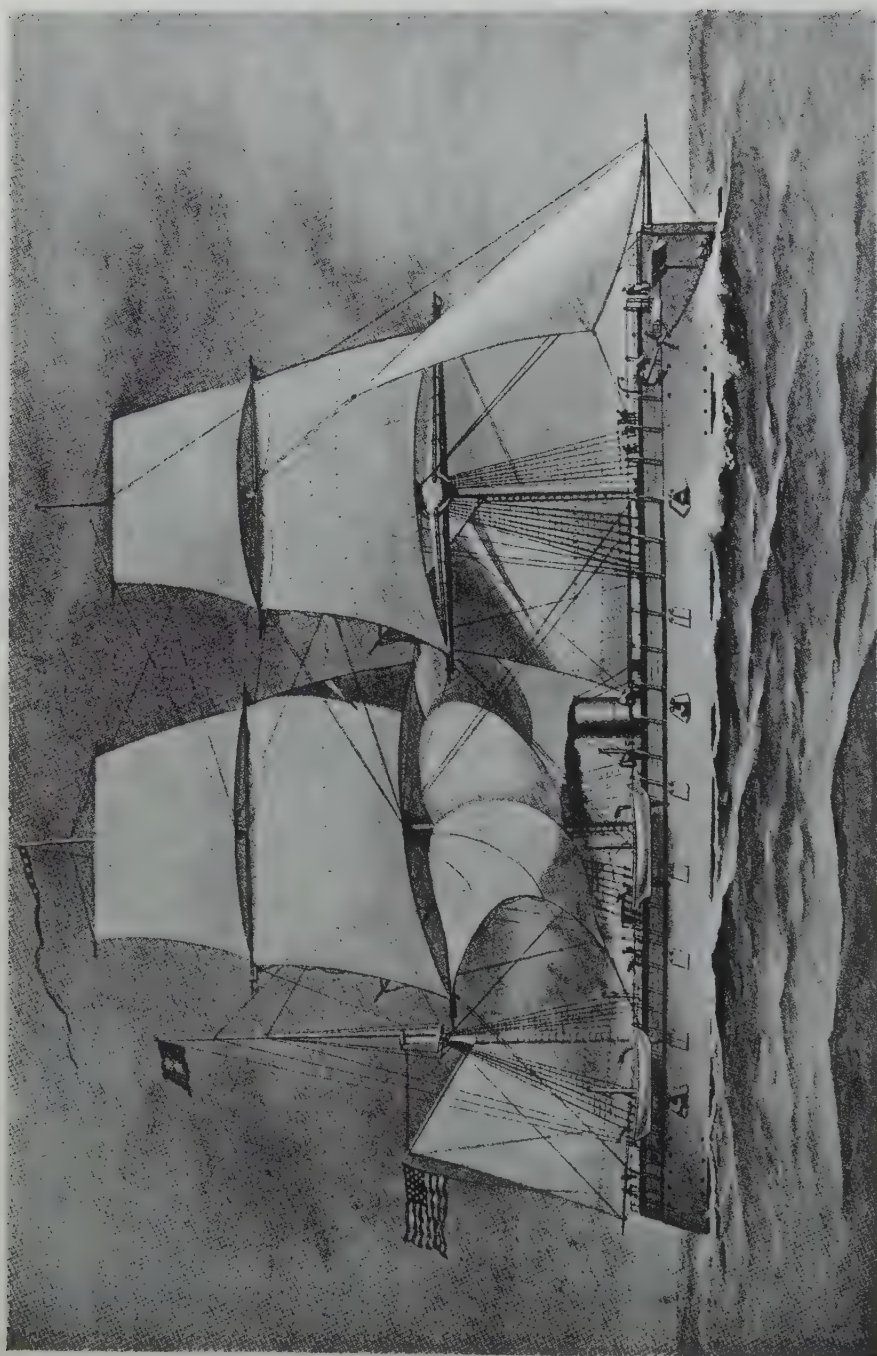
The Delaware River front at Washington Street Wharf, adjoining as it did the Old Navy Yard, was the scene of unforgettable war activities in Civil War days.

Here throughout the war period regiments from north and east passed back and forth through Philadelphia. Hosts of hurrying soldiery were cheered on their way by thousands of patriotic men and women. Nearby refreshment saloons were provided in which the women and young girls of Southwark distinguished themselves and their city. Chief among these were the "Union Volunteer Refreshment Saloon," and the famous "Cooper Shop Volunteer Refreshment Saloon." Nearly 900,000 soldiers were fed by the "Union"; over 400,000 by the "Cooper Shop."

Long as is the following letter, any story of the Delaware River in war times would be incomplete without it. What a picture

has been preserved by this young soldier's letter, dated Washington, June 1, 1863, and signed "Foster, Company B":

Dear Parents:—I will endeavor to give you a faint description of our reception in Philadelphia, but I know that my pen cannot half do justice to the subject, but I do know that the remembrance of it will live in the hearts of our brave artillery boys as long as they are able to train a gun or draw a sword in the defence of their country. As soon as we reached the city we marched to the dining saloon, about ten or fifteen rods from the ferry. As soon as we got there we entered the wash-room, a room large enough to accommodate sixty or seventy men to wash at a time. Then we marched into a splendid hall, with room enough to feed five hundred men at a time. There were gentlemen to wait on us, and they would come around and ask if we had plenty and urge us to eat more. We had nice white bread, beautiful butter, cold boiled ham, cheese, coffee, with plenty of milk and sugar. After we had eaten our fill, which was considerable, for we had eaten nothing since morning, we returned to the streets. Our knapsacks on the side-walk were left without a guard, but they were almost covered with little children who were watching to see that no one



NEW IRONSIDES, 1865—PIONEER SEA-GOING ARMORED BATTLESHIP OF THE AMERICAN NAVY
Built at Cramp's Shipyard at Kensington on the Delaware River



THE WET BASIN OF HOG ISLAND SHIPYARD, FEBRUARY 6, 1919

THE MAJESTIC DELAWARE



BREAKING GROUND AT HOG ISLAND ON THE DELAWARE

Here was the starting point for what proved to be the largest shipyard in the world.

disturbed them. One little fellow found a tin canister and he was hunting around from rank to rank until he found the owner. We were allowed a little time to rest, during which little girls in white went all around through the ranks giving the men flowers and saying kind things to them. It seemed that the people could not do us enough honor. One little girl about ten years old, came up to me and gave me a half-blown rose, and stayed and talked with me until we started, and then she put her little face up for a kiss with as much confidence as she would do to a brother. I never saw so many handsome girls in my life. We had nearly a mile and a half to march, and of all the sights I ever saw, that march beats them all. The sidewalk on each side was lined with old men and matrons, young men and maidens, girls and boys, and every one was trying to see who could shake the most soldiers by the hand. It was the very best class of people who were out to meet us. In some places the streets were completely blocked with them. It was like so many people bidding good-bye to their own sons and brothers. Any one who thinks there is lack of support for the war has only to march through Philadelphia.

THE DELAWARE RIVER IN THE WORLD WAR

Nothing short of a volume could picture adequately the important activities that took

place on the Delaware River during the World War.

To speak of the Delaware River shipyards alone is, in the language of the *Review of Reviews*, to speak of "A Modern Miracle." At their peak the shipyards on the Delaware employed upwards of 80,000 men. The capacity of the yards was equal to producing 474 ships in a year. The shipbuilding zone extended from Bristol to Wilmington. Hog Island was summed up by the British inventor of the "tank" as "a modern Arabian Nights." A French officer called it: "one of the two most important places in the world." A writer, whose official duties had given him an intimate acquaintance with the shipyards of the entire country, said: "Philadelphia has become the shipbuilding capital of America."

The largest navy yard in the world, the Philadelphia Navy Yard at League Island on the Delaware teemed with activities during the late war. Its average daily population of workmen was 25,000. Its naval aircraft factory was one of the wonders of the war.

THE DELAWARE RIVER IN WAR TIMES



THE CONQUEST OF RIVER AND LAND AT HOG ISLAND

The building of the gigantic shipyard on the Delaware has been regarded as "a modern miracle."



WAY NUMBER 1 AT HOG ISLAND SHIPYARD

When the complete fifty ways were built they occupied a full mile on the river front.

THE MAJESTIC DELAWARE



AN UPHOLDER OF THE EARLY AMERICAN MERCHANT MARINE—BY FRANK H. TAYLOR

VI

The Early American Merchant Marine

ALTHOUGH the old merchant marine has evoked numerous books sparkling with enthusiasm for its adventurous achievements, few or none of these general histories have ever given adequate consideration to the historic importance of the Delaware River in the growth and development of early American shipping. Nevertheless, in every period of the American merchant marine, from Revolutionary days until the revival following the Civil War, ships and shipbuilding on the Delaware have played a conspicuous and leading part.

PHILADELPHIA'S FIRST CHINESE TRADERS

The decade following the Revolution was one of brilliant achievements by American merchantmen in undertaking voyages to establish new trade routes. The praises of the *Empress of China*, which sailed out of New York in 1784 for the first direct voyage to Canton, had hardly been sung before, on December 30, 1785, Philadelphia despatched out of the Delaware Capes its first Chinese trader, the ship *Canton*, commanded by Captain Thomas Truxton.

The boat that first opened the Oriental trade with the Delaware was 96 feet long, 25 feet wide, 13 feet deep, and had a tonnage of 250. She was owned by John Donaldson, William Coxe, Tench Coxe, Walbro Frazer, John Pringle and Thomas Truxton. A model of the *Canton* is preserved in the Philadelphia Commercial Museum.

The *Canton's* outbound cargo consisted of 41 hogshead and 226 barrels of ginseng, and 3 rolls of lead. In 1738, Franklin in his *Pennsylvania Gazette* had "the pleasure to acquaint the world, that the famous Chinese plant, *ginseng*, is now discovered in the province, near Susquehanna." On the return voyage, the *Canton* carried silks, teas, and

Indian goods. The "ship's husband" divided the profits proportionately among the stockholders, the cargo constituting a joint stock divided into shares. Some member of the first Congress of the United States had an adequate sense of reverence or humor, for Congress for this first voyage of the *Canton* furnished Captain Truxton with a "sea-letter," thus directed: "Most serene and most puissant, high, illustrious, noble, honorable, venerable, wise, and prudent emperors, kings, republics, princes, dukes, earls, barons, lords, burgomasters, counsellors, as also judges, officers, justiciaries, and regents of all the good cities and places, whether ecclesiastical or secular, who shall see these presents or hear them read."

The second vessel to make the voyage to Canton from Philadelphia was the *Alliance Frigate*, celebrated in the annals of the American Navy. This was the ship in which John Paul Jones, father of the American Navy, began his career. She was the only one of our first navy, of the class of frigates, to escape capture or destruction during the war. The *Alliance* sailed down the Delaware bound for Canton in June, 1787, under command of Captain Thomas Reed. She then belonged to Robert Morris. In 1790 she was sold and broken up. Her remains laid long upon Petty's Island in the Delaware. She was a boat of about 900 tons; 125 feet keel; and about 37 feet beam.

EXTENDING TRADE TO BALTIC PORTS AND RUSSIA

It was Stephen Girard's ship the *Voltaire* that first extended trade to Baltic ports and Russia.

Launched December 5, 1795, the *Voltaire*, bound for Hamburg, sailed down the Delaware on her first voyage March 24, 1796. To

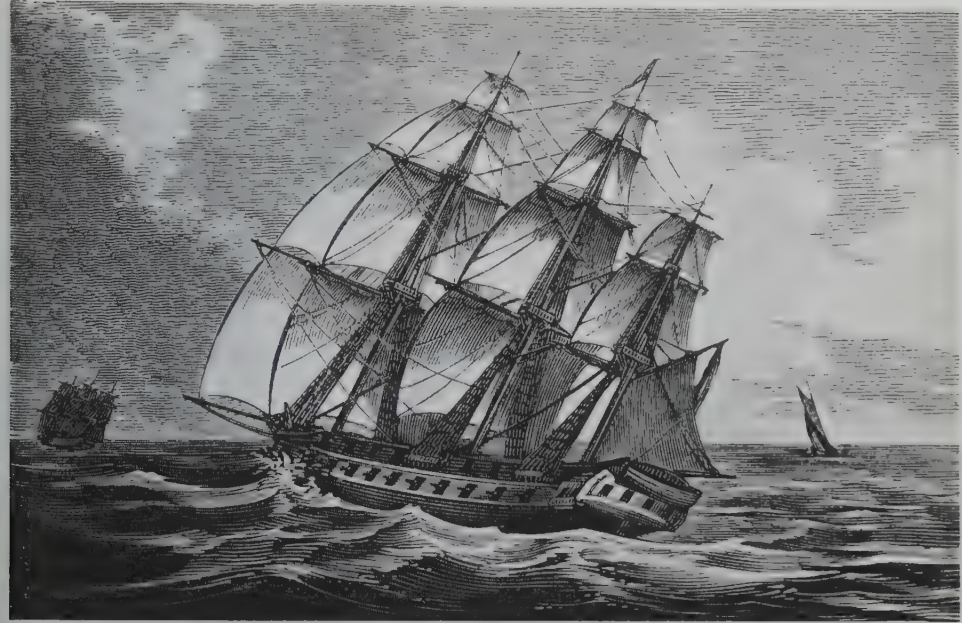


Reproduced by permission of the Philadelphia Commercial Museum

MODEL OF THE "CANTON"—FIRST DELAWARE RIVER BOAT TO OPEN TRADE WITH CHINA, 1785

Commanded by Captain Thomas Truxton this adventurous first voyager to the Orient was a boat only 96 feet long and had a tonnage of 250.

THE EARLY AMERICAN MERCHANT MARINE



THE "ALLIANCE FRIGATE"—ROBERT MORRIS'S CHINESE TRADER, 1787

Celebrated also as the ship in which John Paul Jones, father of the American Navy, began his career.

his Hamburg agents Girard wrote: "The ship *Voltaire* is a fine new ship on her first voyage built in this city under my inspection with live oak and cedar, of upwards of Three Hundred tons burthen, and is in every respect fitted in a compleat manner. . . . As that vessel is entirely my own property you may warrant her if required to be such, also to be an American bottom."

From Hamburg the *Voltaire* sailed in ballast to St. Petersburg, where she took on a cargo worth 191,450 rubles. She docked in Philadelphia in August, 1796, the first of Girard's ships to make the round trip to Russia.

It would be interesting to know whether any passengers came at this time from either Hamburg or St. Petersburg. Hoping some night, Girard instructed the captain to charge "in the cabin Twenty guineas exclusive of stores, and 30 guineas including stores, of which you shall be entitled to one fourth after deducting the cost of the stores. Every passenger in the steerage must pay ten

guineas and find his own stores, or fifteen guineas and be furnished as the seamen fare with the use of the fire in day time to cook any little mess they may prefer to have done in their own way. Should the ship come direct from Hamburg and any passengers be willing to come as Redemptioners, I would have you take as many young people as you can conveniently accommodate, but do not take *old* people with families which are not easy to be disposed of. The Redemptioners are to be treated in every respect as steerage passengers. The price of this passage is six guineas each and find his own stores, or eleven guineas and be furnished with Beef, peas, potatoes, and rice. In case the passage money is to be paid here they must pay twelve guineas. This passage money of Redemptioners as well as that of the steerage passengers belongs wholly to the ship. I recommend you to keep a particular look out that the passengers are not abused, molested or ill treated by any one under your command."

THE MAJESTIC DELAWARE



THE "ROUSSEAU" DISMANTLED AT NEW BEDFORD, 1893—STEPHEN GIRARD'S FIRST SHIP IN THE EAST INDIA TRADE, 1801

The ship lying nearest the Wharf is the *Rousseau*. She ended her days as a New Bedford whaler.

A PHILADELPHIA SHIP BEGINS TRADE WITH BRAZIL

The ship *Fabius*, Captain Daly, of Philadelphia, was the first United States merchant vessel to enter a United States port from Brazil. The *Fabius*, after clearing for South America on November 11, 1799, reached the River La Plata in February, and sailed back from Rio Janeiro in August, reaching Philadelphia October 20, 1800. The first appearance in United States statistics of "exports to Brazil" occurs in 1802. The value was \$1,041. By the year 1811, the value of exports to Brazil had jumped to \$671,417.

The first coffee to reach Philadelphia from Brazil arrived on the ship *Pittsburg*, Captain Warrington, September 18, 1809. This consignment of 44,000 lbs. of Brazilian coffee to L. Krumbhaar had to be advertised

twelve times in October and nine times in November before it was disposed of. Soon, however, coffee and hides came pouring in from Rio and sugar from Pernambuco. These facts, together with a remarkable catalogue of United States ships found in Brazilian ports in the years 1810 and 1811, are given by Charles Lyon Chandler of Philadelphia in his admirable and searching paper¹ presented to the International Congress of American History held in Rio Janeiro in 1922. Among 57 ships listed for 1810, there were 14 that hailed from or sailed to Philadelphia; in the list of 54 for 1811 were 16 Philadelphia ships. Conspicuous among these vessels was Stephen Girard's *Voltaire*,

¹ "Commercial relations between the United States and Brazil—1798-1812", by Charles Lyon Chandler (*Annals of the Brazilian Institute of History and Geography*, 1925).

THE EARLY AMERICAN MERCHANT MARINE

Captain Ezra Bowen. The *Voltaire* came from Buenos Aires to Rio de Janeiro and left there April 24, 1811, bound for Canton, China.

GROWTH OF DELAWARE TRADE IN THE FAR EAST

After building the *Voltaire*, Stephen Girard laid further foundations for his great trade with China and India by building a fleet of beautiful ships—the *Rousseau*, 1801; *Helvetius*, 1804; *Montesquieu*, 1806. These ships made many ports but all at some time appeared in the Far East.

At the head of the East India trade was the *Rousseau*. At her launching the ship carpenters were given the usual dinner, at a cost of \$55.47. When she was built Girard described her as intended for the Isle of France "or some other port in India." As a matter of fact, with a cargo invoiced at \$292,315, she was despatched first to Antwerp, where she was to procure "in as secret a manner as possible 150,000 Spanish Milled Dollars," and clear for Canton. She sailed back from Canton richly laden and with a huge Custom House certificate written on rice paper in Chinese characters. The teas and silks in her hold were worth \$128,869. Through the good offices of Joseph Bonaparte, the *Rousseau*, on returning, received the Emperor Napoleon's permission for free entry into the port of Antwerp.

In April, 1803, the *Voltaire* followed the *Rousseau* to India. She carried sixty-seven kegs containing 200,000 Spanish Milled Dollars. Madras was her first stop, where \$50,000 were to be expended on suitable products. The remaining money was to be spent on arrival at Calcutta. To equip the *Voltaire* with funds for her voyage, Girard drew on his London bankers, Barclay & Co., for £45,000. The drafts, sold by Girard to the Secretary of the Treasury, were protested, owing to financial difficulties in which the London bankers found themselves. Girard, in writing for reasonable time in which to reimburse the Treasury, said: "I have three ships with their cargoes at sea, on their voyages to India. I expect them back next spring. . . . The cargoes of the ships I have at sea,

consist of Four Hundred and Forty Five Thousand Dollars in Specie, and Nineteen Thousand Four Hundred Eighteen Dollars 71 cents in Goods amounting together to \$464,418 71/100 without comprehending the value of my ships which are all sheathed with copper and could not be purchased for \$100,000."

Sold by the estate of Girard, the *Rousseau* ended her days in the New Bedford whaling trade. When she ended her career at New Bedford, Massachusetts, in 1893, after nearly a century of continuous service, she was dismantled and broken up for her copper!

DELAWARE SHIPS ON THE MEDITERRANEAN

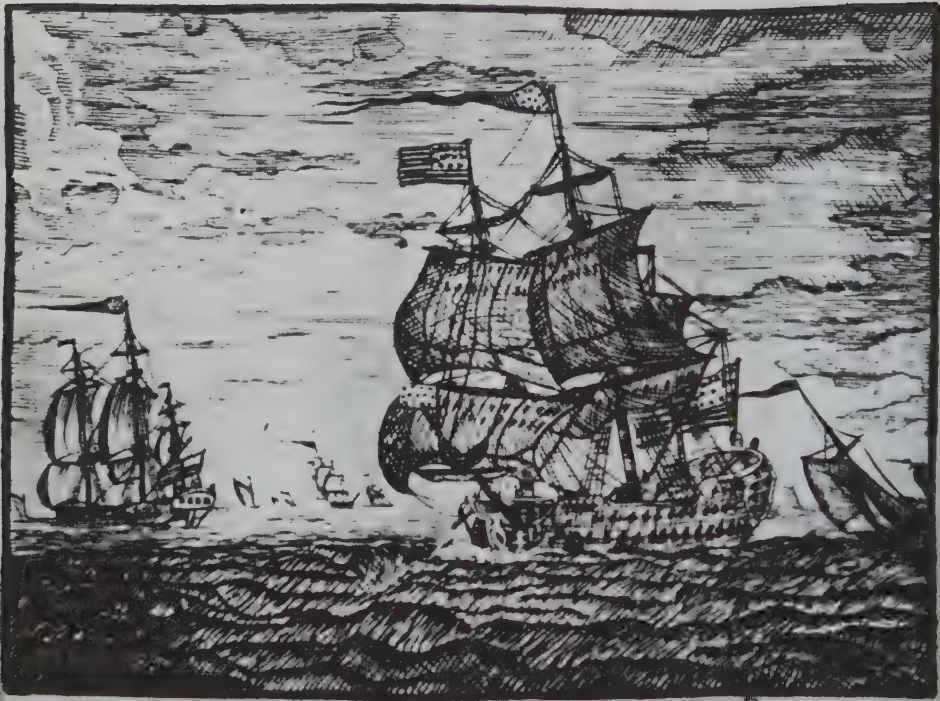
Commerce on the Mediterranean had from the beginning spelled adventures for the new American merchant marine.

On March 13, 1794, Stephen Girard presided at a meeting held in Philadelphia to protest against the depredations of the Barbary pirates. The list of ships captured by Algerian corsairs included: *Dauphin*, July, 1785, Captain Richard O'Brien; *Minerva*, October, 1783, Captain John McShane; *President*, October, 1793, Captain William Penrose.

In a letter dated Philadelphia, April 5, and published in the *American Universal Magazine* for May, 1797, Captain O'Brien describes at length and vividly the situation of affairs on the Mediterranean:

I left this city in June last, arrived in Lisbon and took on board 220,000 dollars, besides presents, destined for Algiers, but was captured on the 18th of August adjacent to Algiers, by a corsair of Tripoli, and I, brig, money and crew, carried into Tripoli, and, with the crew of the ship Betsey of Boston, made slaves of. But shewing the dey of Algiers's passport, and making appear I was still the slave of the dey of Algiers, that the money being delivered to me by the United States, was the same as if delivered to the dey, and it becoming under the dey's guarantee, and not for the ransom of the captives, I was, after two days examination, liberated, and arrived in Algiers the 1st of October, delivered the money, and by the well-timed and well adapted plans of Mr. Barlow, I sailed the 10th of October, commissioned on the business of the peace of the United States, with the regencies of Tunis and Tripoli. . . . After many audiences and conferences to have

THE MAJESTIC DELAWARE



PHILADELPHIA Printed in the Year of our Lord 1785. Pr

Courtesy of the Historical Society of Pennsylvania

THE FRIGATE "PHILADELPHIA"—BUILT ON THE DELAWARE IN 1785 TO DEFEND AMERICAN COMMERCE

the government of Tunis demand for the peace lowered, I found that the terms so rendered, were the voluntary terms on which Tunis would make a peace with the United States. . . . I proceeded to Tripoli, and with much difficulty made the peace there the 4th of November . . . and sailed from Tripoli the 27th of November; brought away the remaining part of the crew of the ship Betsy.

Arrived at Tunis the 7th December, there I received Mr. Barlow's, and the dey's orders, to demand a definitive answer from the bey of Tunis, if he would make the peace with the United States, on the terms prescribed by the dey of Algiers—The bey of Tunis would not . . . The dey was much enraged at the non compliance of the bey of Tunis, and on account of some old grudges, and his rejecting the dey's intercession in our affairs, the dey ordered his eastern camp of 60,000 men, to enter the Tunisian territory. His troops plundered, cut off many heads and ears, and returned to the Algerine territory. This was to feel the politi-

cal pulse of the government of Tunis; to know if it would still continue to be biassed or dependant on the Algiers. The dey declared, that the business of Tunis, relative to its making peace with the United States, was under his guarantee, and, in consequence, gave me orders to proceed for the western world. I left Algiers the 18th of February—arrived here the 1st of April.

I now tell you candidly, that no American vessel should enter the Mediterranean until our peace with all the Barbary States is fully established and published by the authority of the United States.

The money carried to Algiers by Captain O'Brien was part of the annual tribute paid by the United States to protect the early merchant marine; begun in 1792, when the United States Senate voted to pay \$100,000 annually for peace with Algiers, Tunis and Tripoli, and \$40,000 for the ransom of cap-

THE EARLY AMERICAN MERCHANT MARINE



Courtesy of the New York Public Library

STEPHEN DECATUR BEING RESCUED FROM BARBARY PIRATES

The exploits of Decatur and others in the American Navy in defense of the merchant marine deserve never to be forgotten.

THE MAJESTIC DELAWARE

tives. Preserved among the time-worn archives of the Schuylkill Arsenal in Philadelphia is the bill of lading of a remarkable cargo of "gifts" carried down the Delaware River by the "United States armed ship *George Washington*," under command of Captain William Bainbridge, bound for Algiers. This cargo, a shipment of annuities sent by the United States to the Barbary Powers, included: bales of nankeen, trunks of drygoods, boxes of Irish linen, bags and hogsheads of coffee, cases of cochineal, boxes and barrels and hogsheads of sugar, bags of pepper, barrels of Jamaica spirits in bottles, cloves, tamarinds, sweet-meats, medicine, pickled and smoked herring, boxes of china, and a large cargo of oak timber and white oak plank, rounded out with 8 twelve-pound cannons and 16 barrels of gunpowder. The kegs of tamarinds and boxes of sweet-meats were earmarked for the Dey of Algiers, who had to be specially "pacified." This is shown by a letter to Secretary of State Madison, written by Captain O'Brien after he became Consul General, in which he writes on the subject of "articles of douceur," saying "by giving a Spratt we catch a Dolphin," and listing requirements that "should be particularly attended to, if not I shall have no friends to aid me in the business." Conspicuous in the Consul General's list of "sweet morsels" were "10 Red birds in Cages," "4 squirrels," and "8 finest India Shawls with flowers."

It is not generally known that the armed ship *George Washington* sailed from Philadelphia "for the first Mediterranean trip." Filed with the historic bill of lading mentioned above is a copy of Secretary of State James Madison's letter referring to a previous voyage of the *George Washington*, and warning Captain Bainbridge in no event to "allow the Dey to make use of the *George Washington* for any purpose similar to that for which it was employed when last at Algiers." On that memorable first voyage the Dey had made Captain Bainbridge transport himself, his wives and his mules to Constantinople and back to Algiers. Against his will Captain Bainbridge went as directed, carrying the Musselmen on their picnic pilgrimage

at the expense of the United States. His passengers on this memorable "first Mediterranean trip" included an ambassador and suite—one hundred in number, a hundred negro women and children, four horses, one hundred and fifty sheep, twenty-five horned cattle, four lions, four tigers, four antelopes twelve parrots, and funds and regalia amounting to nearly a million dollars.

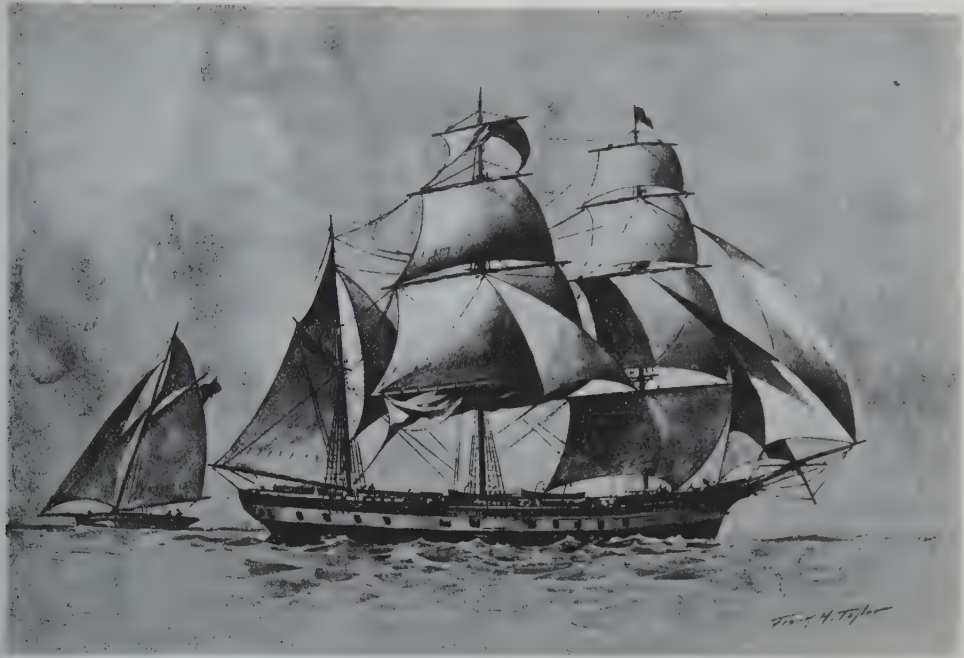
STEPHEN DECATUR'S EXPLOITS IN BEHALF OF THE EARLY MERCHANT MARINE

Four blocks from the Delaware River front at Pine Street, Philadelphia, in the graveyard of old St. Peter's Church, lies the body of Stephen Decatur, who fought so gallantly and valiantly against the Mediterranean corsairs in behalf of the early American merchant marine and the honor of the nation.

The exploits of Decatur in the waters of the Mediterranean are common knowledge. Rising from midshipman in the Navy to lieutenant, Decatur, in February 1804, conceived the daring project of recapturing or destroying the frigate *Philadelphia*, as she lay captured by the Barbary pirates in the harbor of Tripoli. With guns mounted and loaded, the *Philadelphia* was moored under the guns of the castle; within two cables length lay two Tripolitan cruisers; several gun-boats were within half gun-shot. By means of the prize-ketch *Intrepid*, Decatur and his volunteer companions reached the deck of the *Philadelphia*, routed the Turkish crew and set the ship on fire. In the following spring Decatur commanded a division of gun-boats in an attack on Tripoli. His desperate and bloody combats on the decks of the enemy with cutlass and pistol made him a national hero for his bravery, and with great acclaim he was given command of the *Constitution*.

Years afterwards, in 1815, when the Algerians, emboldened by the conditions of the War of 1812, had taken again to capturing American merchant-men and enslaving their crews, Decatur went back to the Mediterranean with a squadron and settled affairs with the Barbary States forever.

THE EARLY AMERICAN MERCHANT MARINE



A PRIVATEER IN THE WAR OF 1812

The American merchant privateer made a brilliant record in the early days of the Nation.

HOW THE MERCHANT MARINE ANSWERED IN THE WAR OF 1812

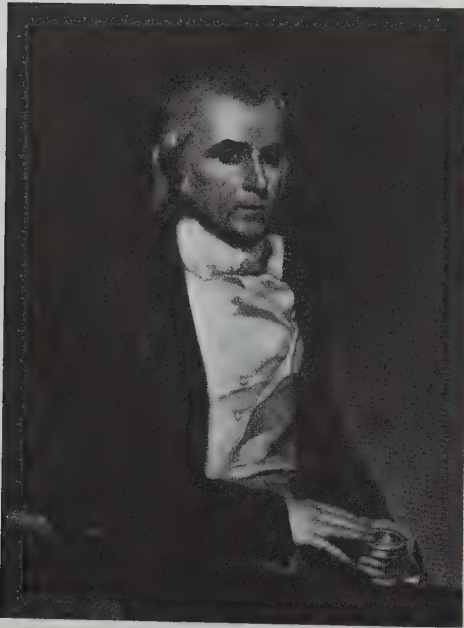
During the years England and France were at odds, practically from 1793 to 1815, British orders-in-council and Napoleonic decrees played havoc with our merchant marine and brought to an end its prosperity in 1807. Then Jefferson tried to solve the disasters to neutral American shipping by the Embargo and Non-Intercourse Acts, tying up all shipping at home. On top of this came our own war of 1812, and the British blockade of the whole Atlantic coast.

The American merchant privateer, armed with letters of marque-and-reprisal, and the blockade runner were the answer to these conditions, particularly in the War of 1812. It was a brilliant era for these armed merchant ships, which practically developed into an auxiliary navy. Their lofty spars and

clouds of cotton duck high above a slender hull of black appeared on all horizons. Thirteen hundred prizes were taken all over the seven seas. Of the 250 armed private ships sent out Philadelphia and the Delaware River had a large as well as famous quota.

A mere list of names of Delaware River privateers in this period is fascinating: the schooner *Shadow*; the *Atlas*; the *Planter*; the *Revenge*; the *Snapper*; the *Rattlesnake*. Many a historic record is hidden in their old unprinted logbooks. In all school histories, however, is told the story of the *Wasp* and the *Frolic*. The *Wasp* of Philadelphia cruised for six months off the Irish and English coasts; and in October, 1812, she showed her mettle in the affair with the British sloop-of-war *Frolic*. The *Wasp* engagement brought everlasting fame to a scion of a foremost Philadelphia family, James Biddle. The capture of the British frigate *Mace-*

THE MAJESTIC DELAWARE



PAUL BECK—PAINTED IN 1813 BY THOMAS SULLY

Eminent as an early American shipping merchant, Mr. Beck advocated Penn's original plan for the improvement of the Delaware River front at Philadelphia.

donian by the frigate *United States*, the ship built on the Delaware at Southwark, evoked national enthusiasm, enhanced in Philadelphia by the fact that the captain of the victor was Stephen Decatur.

Late in March, 1813, Stephen Girard's fine ship the *Montesquieu* arrived at the Delaware Capes from Canton with a cargo worth, according to the newspapers, one million five hundred thousand dollars. Ignorant of the declaration of war, the captain of the *Montesquieu* fell an easy prey to the British blockading squadron. Girard himself has left this breezy narrative of the event, written for the information of his lawyers:

The ship *Montesquieu* armed with six mounted double four pounders (Swedish cannon), eight muskets, two pairs of pistols, twelve cutlasses, eighteen boarding pikes, ammunition &c, under the command of Capt. Robert Wilson, who was also one of the supercargoes of that ship, sailed from Philadelphia about the 17th of December 1810 for the coast of Chili in the Pacific Ocean, endeavoring in the first

instance to enter Valparaiso if permitted. On the 15th April 1811, arrived at that last port. On the 14th December 1811, sailed from there for Canton. On the 19th February 1812 arrived at Canton. On the 13th November 1812 sailed from Canton for Philadelphia with a China cargo on board. On the night between the 26th & 27th of March, was off Cape Henlopen. They fired several guns for pilot. At daylight saw a small schooner beating out the Delaware Bay which owing to the ebb tide was seen able to round to a little distance from the stern of the ship *Montesquieu* and to order that ship to heave to, which was accordingly done, but as the ship *Montesquieu* was sailing much faster than her, some time did elapse before she was along side of that ship. On the 27th of March last, at 9 o'clock in the morning Lewis-Town Lighthouse bearing west about six miles, the ship *Montesquieu* having twenty one healthy men on board all seamen (except Mr. Arthur Grelaud the Supercargo who is young and has been several voyages at Sea) with all these advantages in favour of the *Montesquieu* the Schⁿ alluded to which proved to be his Brittanica Majestys schooner *Paz* a Spanish built clump, of the size of one of our wood Shallops, armed with ten small carronades & guns, and thirty miserable starving men and boys, part of them without shoes & the remainder without shirts or outside clothes, had the good fortune to take peaceable possession of the ship *Montesquieu* by sending nine men & boys on board with a prize master who was a raw Irish boy not yet perfect in the English language; to that formidable force Captn Robert Wilson has judged advisable to deliver his ship, cargo and crew, consisting of twenty one men, including the supercargo, as hearty, strong & competent Seamen as any Crew of an equal number which ever went out in any ship belonging to this port, without even endeavoring to escape, which could have easily been done, particularly as it is agreed by all parties that there was a strong easterly breeze blowing right up the bay. . . .

Girard immediately ransomed the *Montesquieu* "for the sum of one hundred and Eighty thousand Spanish Milled dollars in specie," which he sent down the Delaware in a "flag" in custody of his alert supercargo. A good bargain, everybody claimed; but, according to Girard, the value of the cargo was only \$164,744.20.

STEPHEN GIRARD—MASTER MERCHANT AND MARINER

Stephen Girard undoubtedly is the master merchant and mariner of the Delaware

THE EARLY AMERICAN MERCHANT MARINE



PAUL BECK'S OLD RIVER FRONT WAREHOUSES

Preserving the atmosphere of the days of "Indian Stores" there still stand at Nos. 14 to 20 South Delaware Avenue, Philadelphia, the warehouses built by Mr. Beck about 1796.

River. Combining successfully banking and shipping, he had become by 1813 the first millionaire merchant in the United States. His life is the greatest of maritime romances, and his whole career, from his twenty-sixth year until his death, December 26, 1831, was identified with the Delaware.

Girard came to Philadelphia in his ship *La Jeune Babe*, making an adventurous entry into the Delaware Capes in May, 1776. Girard tells in the log-book of his boat how in sailing up from St. Pierre, Miquelen, the fresh water gave out, and how he decided to put into Philadelphia,—“believing that on these coasts I should meet with some vessels of the King of England which would supply me with water or grant me protection on entering some port, in short to be under shelter from dangers incident to this country which they say has rebelled against its prince.”

Girard found his vessel, an English frigate, but, on account of the loss of his cook, he never quite forgave the captain, although he called him “a very gallant man.” “He examined my papers and kept on board an Irish sailor who had gone with me. In doing so, he did me a great injury, as he was the best cook that I had on board my vessel.”

Owner of eighteen vessels, sixteen of which were commissioned before 1812, Girard never had more than six ships at one time in his merchant fleet. He built his home and counting house at 23 North Water Street in 1795, calling in as architect Major L'Enfant, who planned the city of Washington.

Of the two great bequests in the will of Stephen Girard one was for “improvements of the Delaware front of the city.” Income

THE MAJESTIC DELAWARE



THE DELAWARE RIVER AT THE FOOT OF ARCH STREET, PHILADELPHIA, 1800

Birch's familiar old engraving recalls vividly the days when the new United States was struggling to open new trade routes to every quarter of the globe.

from a trust fund of five hundred thousand dollars was to be used in part "to lay out, regulate, curb, light, and pave a passage or street fronting on the Delaware River, to be called Delaware Avenue and extending from South or Cedar Street all along the east part of Water Street Squares, and the west side of the logs, which form the heads of the docks, or thereabouts."

STEAM NAVIGATION BEGAN ON THE DELAWARE RIVER WITH JOHN FITCH'S PIONEER BOATS

It is part of the glory of the Delaware River that on its waters began the first passenger steamboat service in the world. The building of steamboats led ultimately to the building of steamships, and with the application of steam navigation to ocean-going ves-

sels came the greatest of all revolutions in the history of the merchant marine.

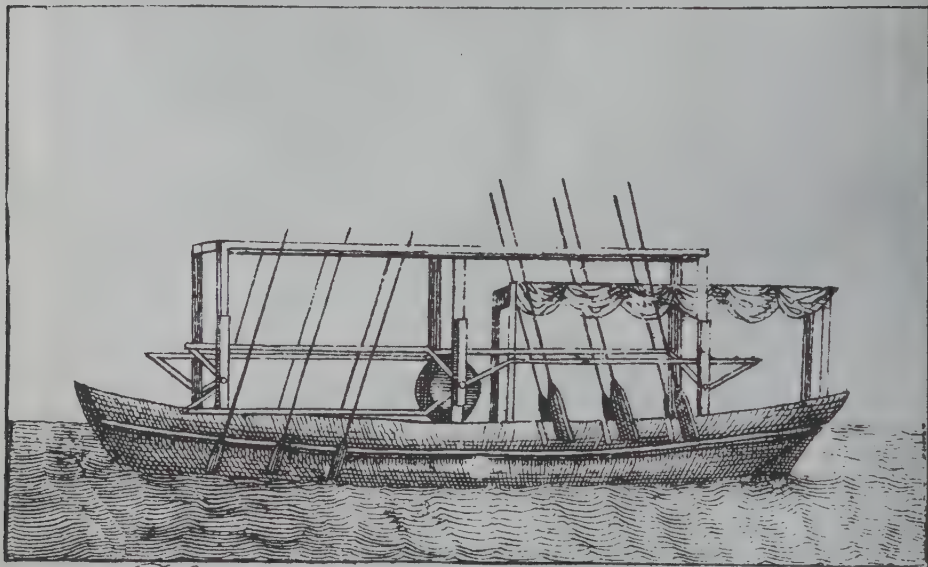
Between Trenton and Philadelphia, October 12th, 1788, John Fitch began a regular passenger service with his second boat the *Perseverance*. The twenty miles from Philadelphia to Burlington were made in three hours and twenty minutes. The trip to Trenton and back was made the same day. The *Thornton*, Fitch's third boat, was operated on the Delaware in 1789 and 1790, making a speed of eight miles an hour. Fitch's trial excursion with his boat was made on the Delaware May 1, 1787, to the great satisfaction of the invited company, which included members of Congress and delegates to the Constitutional Convention, then assembled in Philadelphia for the purpose of framing the Constitution of the United

THE EARLY AMERICAN MERCHANT MARINE



STEPHEN GIRARD—MASTER MERCHANT AND MARINER—BY FREDERICK JAMES
The Masonic Temple portrait of Girard keeps alive his romantic personality.

THE MAJESTIC DELAWARE
FROM THE COLUMBIAN MAGAZINE. 1786.



Plan of M^r Fitch's Steam Boat.

THE BOAT OF JOHN FITCH THAT BEGAN STEAM NAVIGATION ON THE DELAWARE RIVER

It is part of the national glory of the Delaware River that on its waters began the invention that made the whole world nearer neighbors and friends.

States. It was on the Schuylkill River, from the floating bridge at Market Street to Gray's Ferry, that Fitch's first, or experimental steamboat, ran successfully in 1785 with 20 passengers. To David Rittenhouse Fitch once wrote: "This, sir, will be the mode of crossing the Atlantic in time, whether I shall bring it to perfection or not."

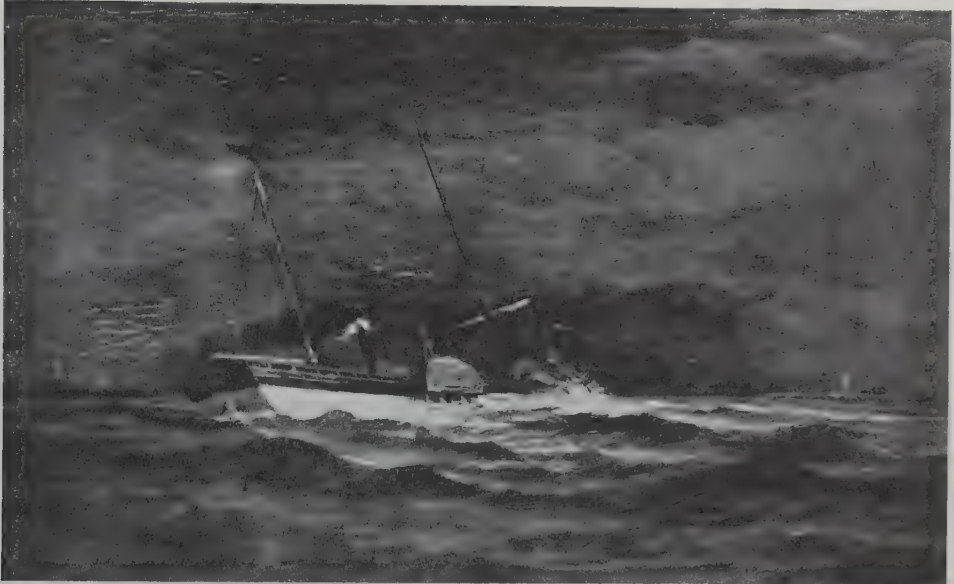
An old Philadelphian, eyewitness of Fitch's operations on the Delaware, has left a vivid picture of the boat and the man. As quoted by Watson, he said:

I often witnessed the performance of his boat, 1788, '89, '90. It was propelled by five paddles over the stern, and constantly getting out of order. I saw it when it was returning from a trip to Burlington from whence it was said to have arrived in little more than two hours. When coming to, off Kensington, some part of the machinery broke, and I never saw

it in motion afterwards. I believe it was his last effort. He had up to that period been patronized by a few stout-hearted individuals, who had subscribed a small capital in shares, I think, £6, Pennsylvania currency, or 16 dollars each; but this last disaster so staggered their faith, and unstrung their nerves, that they never again had the hardihood to make other contributions. Indeed, they had already rendered themselves the subjects of ridicule and derision, for their temerity and presumption, in giving countenance, as they said, to this wild projector, and madman. The company, thereupon, gave up the ghost—the boat went to pieces—and Fitch became bankrupt and broken-hearted. Often I have seen him stalking about like a troubled spectre, with down-cast eye, and lowering countenance; his coarse soiled linen peeping through the elbows of a tattered garment.

But, as a result of John Fitch's efforts on the Delaware, the day of steamboats and

THE EARLY AMERICAN MERCHANT MARINE



Courtesy of the Stevens Institute of Technology

THE SIDEWHEEL STEAMER "PHOENIX"—BOUND FROM NEW YORK TO PHILADELPHIA IN 1809

Built by Colonel John Stevens, father of the founder of Stevens Institute of Technology at Hoboken, N. J., this early Delaware River passenger boat was the first steam-propelled craft to go to sea. The log of the passage recorded by Robert Livingston Stevens, grandson of the builder, is a historic gem.

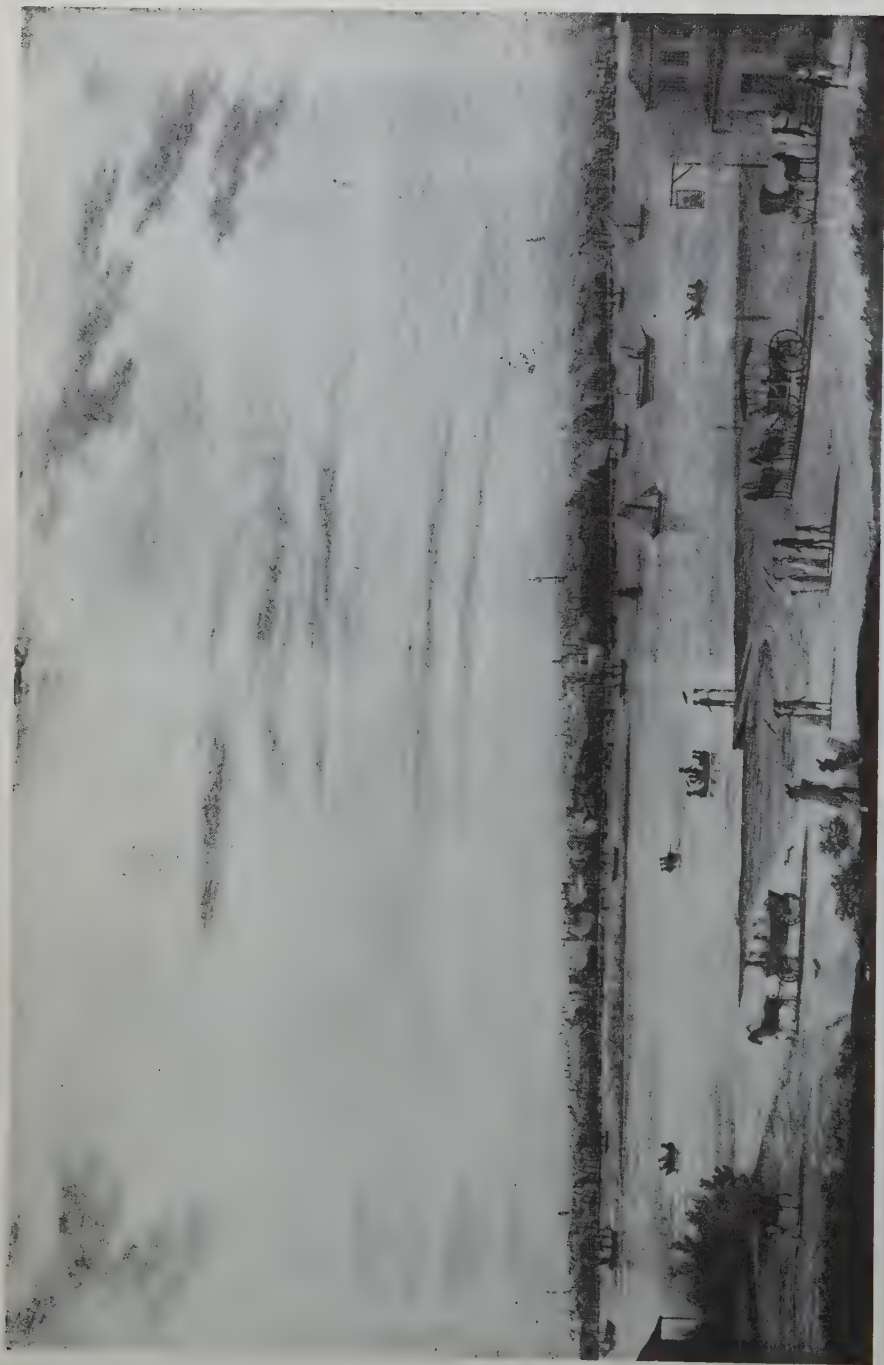
steamships was at hand. He was indeed right, when he wrote to Franklin: "Steam navigation is, in the opinion of the subscriber, a matter of first magnitude, not only to the United States, but to every maritime power in the world, and he is full in the belief that it will answer for sea voyages, as well as for inland navigation."

FIRST STEAMBOATS ON THE UPPER DELAWARE

The extension of steam to inland navigation on the Delaware River has a notable history. The steamboat *Phoenix* kept up the service between Philadelphia and Bordentown from 1809 to 1813, when she was replaced by the *Eagle*, built at Kensington. The *Phoenix* took sometimes "six hours in reaching Burlington against the wind and tide." She was built and launched by John Stevens of Hoboken, N. J., shortly after the completion of Fulton's *Clermont*. A painting of her, by an unknown artist, is in

possession of the Stevens Institute of Technology, Hoboken, N. J. A contemporary picture of this boat is undoubtedly preserved in the important *Woiseri View of Philadelphia*, made in 1810 from an original watercolor painting, showing the Delaware River and Philadelphia from the Camden side. A contemporary observer of the *Phoenix* said: "Having no wheel-house she presented a very singular appearance, as the water, when she was in motion, would often be thrown as high as her smoke stack." According to Watson, the remains of the *Phoenix* "repose on the mud flats of Kensington, along with the remains of Fitch's boat." The *Phoenix* is sometimes credited with being the first steamboat in coastwise service.

From 1813 to 1826, the *Philadelphia*, or "Old Sal," ran in the Philadelphia and Bordentown service. Beginning in 1819, the *Bristol* ran from Philadelphia to Bristol for three seasons. Built in Philadelphia in 1820, two boats, the *Etna*, Captain Davison,

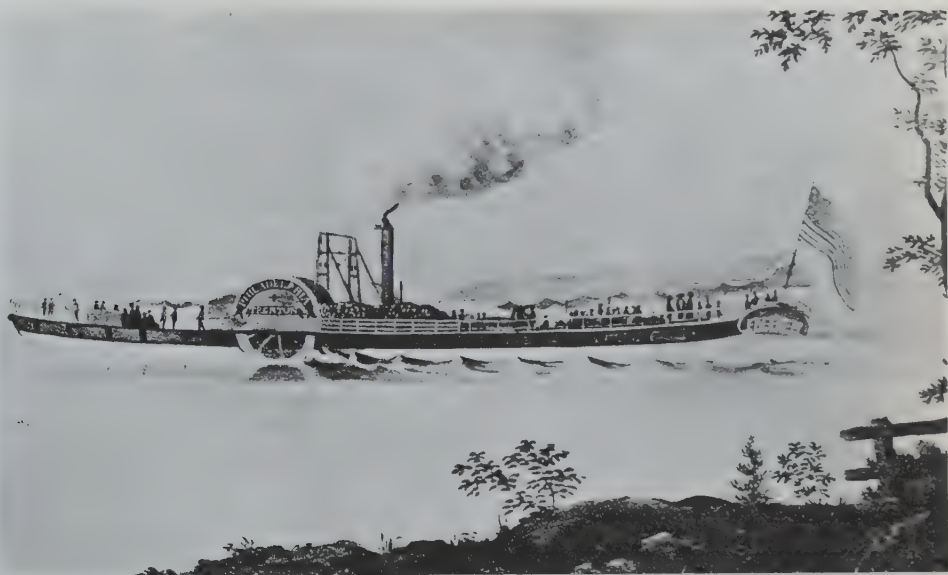


Courtesy of the New York Public Library

THE ARTIST WOISER'S VIEW OF PHILADELPHIA HARBOR IN 1810

This notable old print is especially important in containing a picture of the steamboat *Phœnix*, which had been barred from navigation on the Hudson River by the monopoly accorded Fulton and the powerful Livingston family.

THE EARLY AMERICAN MERCHANT MARINE



Courtesy of the Stevens Institute of Technology

THE "PHILADELPHIA," OR "OLD SAL"—AN EARLY STEAMBOAT ON THE UPPER DELAWARE (1813-1826)

Long in the Philadelphia and Bordentown service, this was the first boat in which planks and braces were fastened with screw bolts and the first in which steam was used expansively.

and the *Pennsylvania*, Captain Kellum, began service for the Citizens' Union Line. This line, organized by Messrs. Stevens of New York, and afterwards merged into the Camden & Amboy Railroad Company, was strongly opposed by Jacob Ridgway, who ran stages to New York, and cut the fare from Philadelphia to Bordentown from fifty to six cents. The first line from Philadelphia to New York was by steamboat and railroad: Philadelphia to Bordentown by boat, thence to South Amboy by rail, the cars being drawn by horses; thence to New York by boat; fare three dollars and the time six hours. Opposition boats, built for the most part in New York, ran until 1851. Then the first big river steamer, the *Richard Stockton*, was built by the Harlan & Hollingsworth Company at Wilmington for the Camden & Amboy R. R. Company. This was followed by many splendid and famous Delaware River steamboats, all built at Wilmington: *John A. Warner* (1856); *Twilight* (1868); *Columbia* (1876).

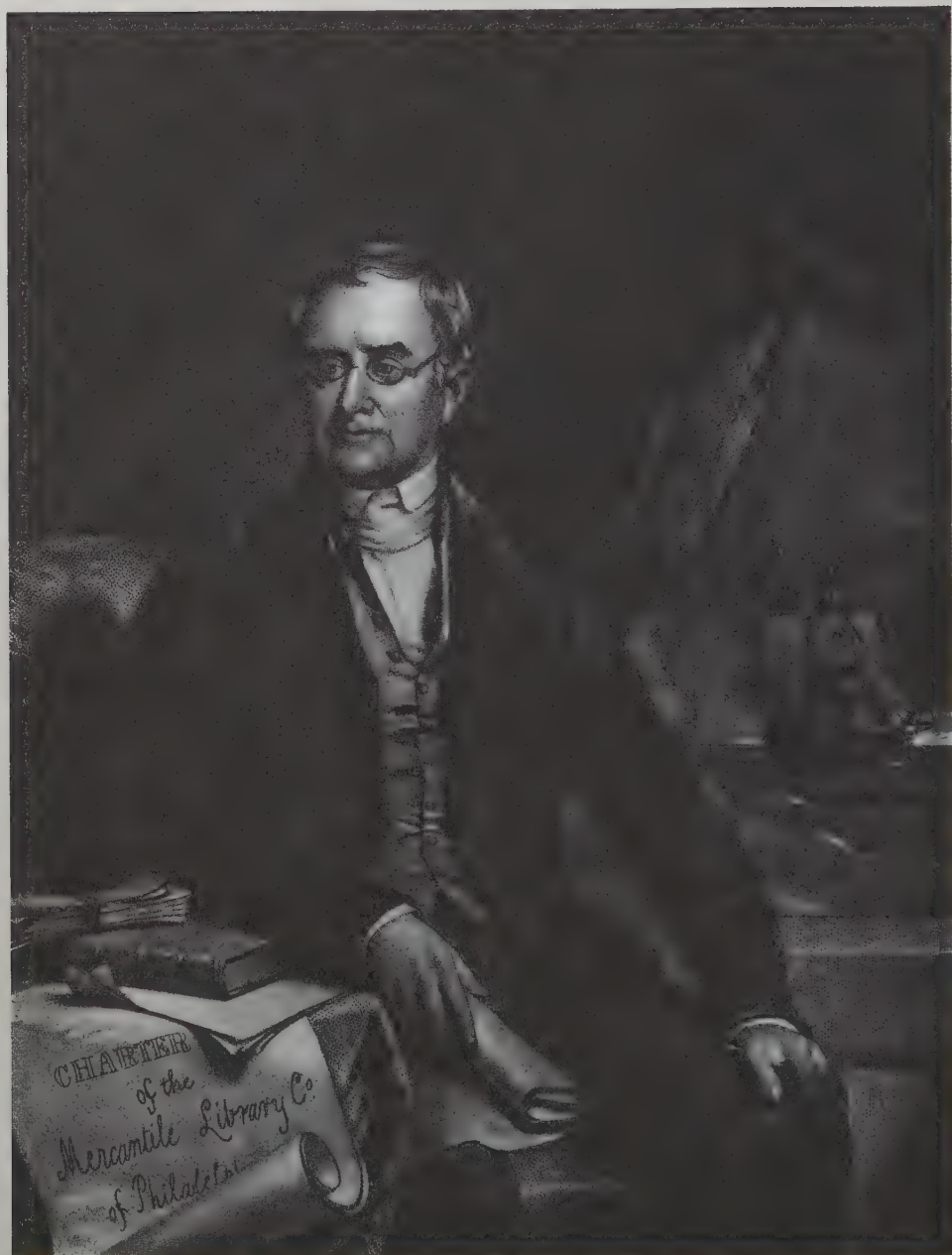
FIRST STEAMBOATS ON THE LOWER DELAWARE

Steamboats have run from Philadelphia to Cape May since 1824. Captain Wilmon Whilldin put on the first boat, the *Delaware*. Many boats ran through many years of keen rivalry. Beginning in 1864, the *Samuel M. Felton* ran four seasons. The *Republic*, which inaugurated the daily excursion during the summer season, was built and began running in 1878. In early days the trip one way was from "sunrise to sunset." The *Republic* made the run in five hours.

The steamer *Lafayette* began the service to Salem in 1824. The *Major Reybold* was built in 1852 expressly for the Salem route. The *Thomas Clyde* came into this service in 1878.

Numerous smaller boats have maintained service to Bridgeton, Smyrna, Bridgeport, and other points down the river, including New Castle and Delaware City. In 1816 the *Delaware* ran to New Castle on the Baltimore route. The *John A. Warner* was

THE MAJESTIC DELAWARE



THOMAS COPE—FOUNDER OF THE PHILADELPHIA-LIVERPOOL PACKET LINE, 1821

THE EARLY AMERICAN MERCHANT MARINE



THE COPE LINE PACKET SHIP "TUSCARORA"—BY FRANK H. TAYLOR

The Delaware River packet ships began a new era in the early merchant marine and spread the fame of the Cope Brothers far and wide. Regularity of voyages, speed of ships, and comfort in appointments were all features of these boats.

run as a summer excursion boat to "Sea Breeze."

A long line of important steamboats has distinguished the Wilmington boat service. The pioneer steamboat to Wilmington was the *Vesta*, which began in 1816. In 1833 Captain Whilldin's *Telegraph* made connection with the railroad between Wilmington and Baltimore (later the P.W. & B.). The *Samuel M. Felton* ran between Wilmington and Philadelphia from 1863 until the summer of 1885. The propeller steamer *Brandywine* was built for the Wilmington service in 1885. This boat and the *Wilmington* were owned by Captain Henry Crawford and J. Shields Wilson, and others. The Wilson Line, with its magnificent modern fleet of fast steamers, today represents the high water mark of Wilmington steamboat service.

COPE LINE PACKET SHIPS

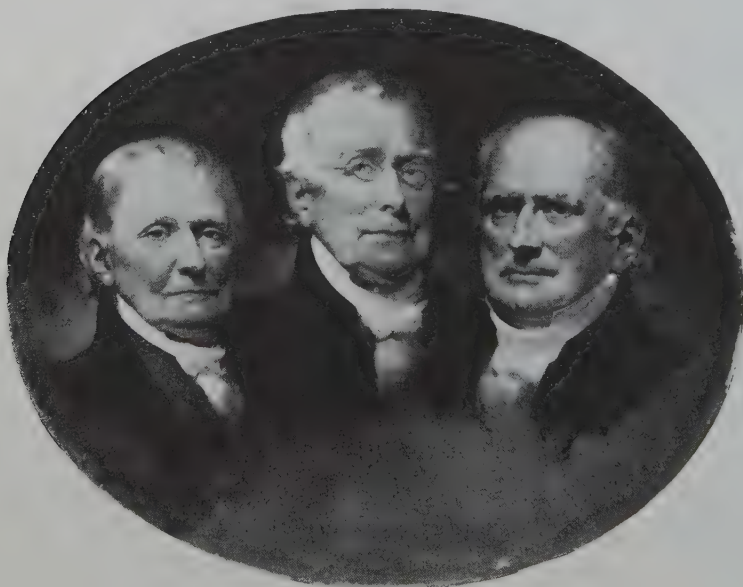
A new era in the early merchant marine began shortly after the war of 1812 with the establishment of American Packet Line ships to cover trade with Europe. The first packet ships to cross the Atlantic belonged to the Black Ball Packet Line, established between New York and Liverpool in 1816.

Thomas Cope of Philadelphia, in 1821, sent out from the Delaware the *Lancaster* and the *Tuscarora*. The *Lancaster*, a ship of 290 tons, commanded by Captain Dixey, opened the Philadelphia-Liverpool Packet Line. She was followed by the *Tuscarora*, 397 tons, commanded by Captain James Ser-rill. Other ships—the *Montezuma*, *Algonquin*, *Monongahela*, *Susquehanna*, and later the *Tonawanda* and the *Wyoming*, spread the fame of the Cope Brothers far and wide.

THE MAJESTIC DELAWARE



THE COPE LINE PACKET SHIP "WYOMING"—BY FRANK H. TAYLOR



THE COPE BROTHERS—PAINTED IN 1853 BY SAMUEL B. WAUGH

THE EARLY AMERICAN MERCHANT MARINE



A DELAWARE RIVER CLIPPER SHIP—THE SWIFT-WINGED "MORNING LIGHT," 1853

The Delaware River, too, shares in the glory of the era of the matchless clipper ships, "when wooden ships were run by men of iron." At Cramp's Shipyard in Kensington was built a number of stately clippers, whose graceful hulls, lofty masts, great spars and clouds of canvas ranked them for perfection of naval architecture with the celebrated clippers of the period.

Regularity of voyages, speed of ships, and comforts in appointments were all features of the packet line boats. Above all, these boats were liners, not tramp traders.

The crack packets knew no rivalry until the age of steam. Gradually from 1840, however, greater regularity, improved speed, and increased comforts on the part of steamships told in the competition. Nevertheless, the packet ships held their own with the steamer lines until just before the Civil War.

WHEN CLIPPERS SAILED THE DELAWARE

The era of the matchless clipper ships was an age of glory for the merchant marine. "The Golden Age of Sail," its admirers called it. In New York it began with the building of the *Rainbow*; in Boston, with the building of the *James Baines*; in Philadelphia, with the building of the *Isaac Jeanes*. E. Keble Chatterton thus grows eloquent over this

period: "If you set aside the forty years from 1837 to 1877 you cover the period which is unsurpassed for the glories of the sea. It is a period when the Mercantile Marine in every ocean rose to such a standard of seamanship as was never seen before nor will ever be witnessed again. It is a time when the triumph of the shipwright and the skill of the sailor combined to bring about the golden age. Every log-book, ship-illustration or reminiscence that bears on this epoch should be regarded with the utmost care and preserved for the wonderment of posterity, for at present we are living so close to this epoch that we hardly appreciate its worth. Those who come after us will rightly envy us for having seen at least some of the ships and spoken with those who handled them."

With crowded canvas all spread even to brewing gales the clippers skirted the South American coast, sailed through the straits



A GAY SCENE ON THE DELAWARE RIVER IN THE SEVERE WINTER OF 1856

Modern shipping at the Port of Philadelphia knows nothing of the hindrances from an ice-bound river such as were experienced by the ships of the early American marine.

THE EARLY AMERICAN MERCHANT MARINE



Courtesy of the McClees Galleries, Philadelphia]

FLOATING CHURCH OF THE REDEEMER—AN AID OF EARLY DAYS TO SEAMEN IN THE PORT

This curiosity of marine architecture was built by Clement L. Dennington of New York for the Churchmen's Missionary Association for Seamen of the Port of Philadelphia.

of Magellan, sped across the broad Pacific and made Canton in seventy-three days from New York. On the heels of the building of the clipper ships came the discovery of gold in California. These ships were used at once to rush men and supplies to America's own Mecca of adventure. Every voyage became a race—over a course fourteen thousand miles long.

The Delaware River and Philadelphia contributed notably to these stirring times. Besides the *Isaac Jeanes*, at Cramp's Shipyard in Kensington was built a number of stately clipper ships; among them the *Bridgewater*, 1557 tons; the *Manitou*, 1400 tons; the *John Trucks*; and the *Chamberlain*. For the Philadelphia merchants Messrs. Buckner & McCammon,

THE MAJESTIC DELAWARE



IRON COASTWISE STEAMSHIP "GEORGE W. CLYDE"—BUILT ON THE DELAWARE IN 1872

The first iron steamship of the now famous Clyde Lines was constructed with the first compound engine in America.

William Cramp built in 1853 the *Morning Light*, most celebrated and successful in her day. Her graceful hull, stately masts, great spars and clouds of canvas ranked her for perfection of naval architecture with the celebrated clippers of the period. Employed in the California trade, she rounded Cape Horn many times in a number of remarkably profitable voyages.

FIRST IRON STEAMSHIP IN THE AMERICAN
MERCHANT MARINE—BUILT ON THE
DELAWARE RIVER, 1843

A full year before the first great English iron steamship, the *Great Britain*, arrived in New York (July, 1845), there was built on

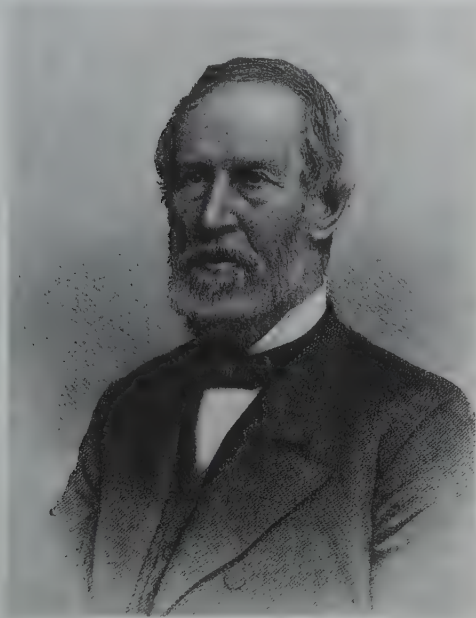
the Delaware River at Wilmington and delivered to its owners (July 15, 1844) the first iron ocean-going steamship constructed in the United States.

The steamer *Bangor* is a notable boat in the history of steam navigation. Built by the original firm of Betts, Harlan & Hollingsworth for the Bangor Steam Navigation Company of Maine, she was begun in October, 1843, and launched in May, 1844. The first propeller steamer as well as the first iron steamship, she was 120 feet long, 23 feet beam, and 231 tons burden. Schooner rigged, with three wooden masts, a bowsprit and jib-boom, she carried a suit of eight sails. On her second trip from Boston to Bangor,

THE EARLY AMERICAN MERCHANT MARINE



OLD WOODEN STEAMSHIP "NORMAN" OF THE WINSOR LINE TO BOSTON—BERTHED AT THE FOOT OF PINE STREET, PHILADELPHIA



HENRY WINSOR

Father of the New England coastwise steamship service out of Philadelphia and pioneer in improvements of the Port of Philadelphia, he was one of the most notable of Philadelphia's shipping agents.



WILLIAM D. WINSOR

Son of Henry Winsor and leader in financial circles, Mr. Winsor in association with his brother, James D. Winsor, created on the Delaware a famous fleet of iron coastwise passenger and cargo steamships.

THE MAJESTIC DELAWARE

she caught fire and was beached at Islesborough in Penobscot Bay. Rebuilt she continued running until December, 1846, when she was bought by the United States Government, renamed the *Scourge*, and put into service during the Mexican War. Finally sold to a purchaser in the city of Lafayette, La., from the date of her transfer at New Orleans, all trace of her has been lost. "Thus, after a career of only four years," says Francis B. C. Bradlee, "this pioneer steamer disappears from view, having in the brief period of her existence shared in the pursuits of peace and war, cruised in all waters from Maine to Texas, serving three sets of owners, being wrecked, burned, rebuilt, altered throughout and finally sold into oblivion—a fitting type of the phenomenal and meteoric rise, triumph and decline of the American marine."¹

FIRST STEAMSHIPS ON THE DELAWARE

The application of steam to ocean navigation began early but only gradually was carried out successfully. In general the use of steamships in coastwise trade was long made unnecessary by the greater economy, safety and speed of sailing vessels. Although a steam coastwise line was begun in 1846 between New York and Charleston, sailing vessels for the most part ruled supreme on the coast until after the Civil War. True to the paradox of progress, however, as the sailing vessel was becoming perfect the wooden steamship was beginning to take its place.

On the Delaware the earliest coastwise steamers were the ships belonging to the Clyde Line to the South and the Winsor Line to Boston. The Clyde Line introduced its steamships in 1842. Winsor Line steamers were first run on the Delaware in 1852. The *Roman*, *Norman* and *Saxon*, the old wooden Boston steamships, were for many years familiar favorites on the river, lasting until 1883, when their displacement by iron ships began.

IRON STEAMSHIPS IN COASTWISE TRADE

In 1883, the Boston & Philadelphia Steamship Company, popularly known as "the

¹ Bradlee: *Some Account of Steam Navigation in New England*, Salem, Mass., 1920.

Winsor Line," for its twice weekly Boston service for freight and passengers, began the replacement of its wooden ships with the iron steamship *Spartan*—forerunner of a splendid fleet including the *Indian*, *Parthian*, *Grecian* and *Cretan*.

I know a boy who, nearly fifty years ago, stood in the old-fashioned "counting-house" of Henry Winsor & Co., agents and owners of the Boston Line, on the second floor of a dilapidated building at the foot of Pine Street, and, by the side of the venerable Henry Winsor, merchant and erstwhile master and supercargo, watched with boyish pride the old wooden ships glide gracefully and easily into their docks at Pine Street Wharf. Vivid is the day when the *Spartan*, first iron ship of the line, came up the river fresh from the hands of her builders, the Harlan & Hollingsworth Company at Wilmington. Mixed with emotions over the new ship was the secret satisfaction in this boy's heart that one day the prince of shipping merchants, cavalier William Winsor—son of the chief, and admiration of the staff from cooks to captains, office boys to managers, mates to longshoremen—had leaned over the desk of this sixteen-year-old youngster and asked successfully for the solution of a problem in algebra, necessary in computing the "displacement" of the new ship. Doubtless the youth of this office-boy left him the only clear-headed person on the memorable day when the coming of this ship was celebrated by the Philadelphia shipping world in seas of champagne. Certainly it fell to his unwonted lot, after the stream of visiting shippers had disappeared and all the office force had vanished or succumbed, to take possession of the cash drawer, lock up the safe, turn the key in the office door (for janitors, too, had disappeared); and, on the stern of the *Spartan*, then flooded with moonlight, to minister to his celebrant comrades, fallen valiantly in doing honor to the new ship and the new regime.

In 1886, the Clyde Steamship Company, for its freight and passenger service to south coast ports, built the *Cherokee* and the *Seminole*. These were followed by the *Iroquois* in 1888, and the *Algonquin* in 1890.

THE EARLY AMERICAN MERCHANT MARINE



OLD AMERICAN LINE STEAMSHIP "OHIO"—LOADING ON THE DELAWARE
One of the first four trans-Atlantic iron liners built in the United States.

Then came a long line of Clyde boats with Indian names. But William Cramp, founder of the famous shipbuilding firm, had himself laid in 1872 the keel of the iron steamship *Geo. W. Clyde*, destined for the coastwise service from New York to San Domingo, and notable as constructed with the first compound engine in America. This ship was the forerunner of the great Clyde Steamers.

REVIVAL OF THE AMERICAN MERCHANT MARINE —OLD AMERICAN LINE FLEET, 1872

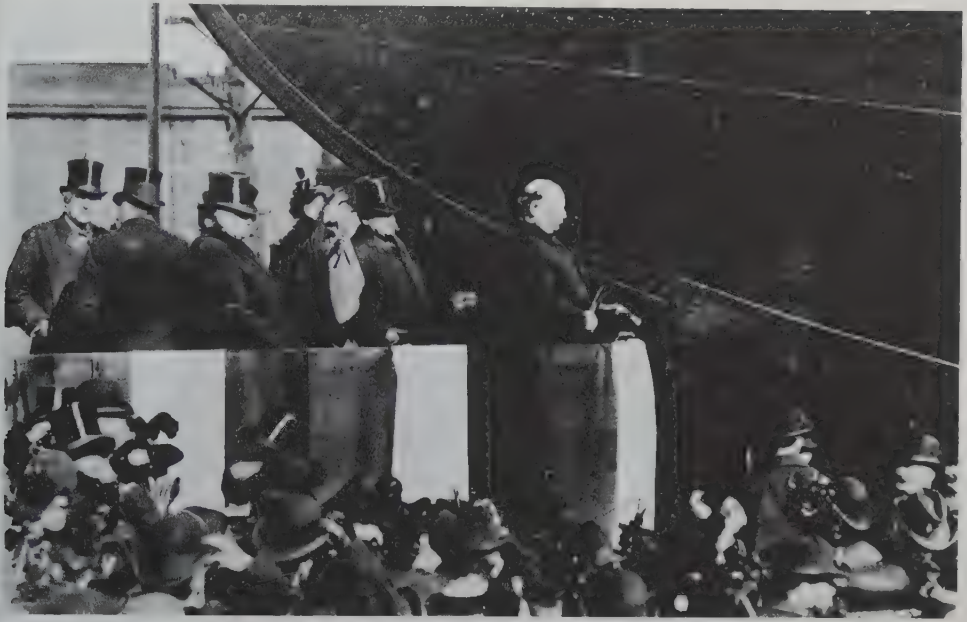
The revival of the American merchant marine after the depression of the Civil War was long in coming, and was marked on the Delaware River by the replacement of wooden vessels by iron steamships both in the trans-Atlantic and the coastwise service.



FIRST TRANSATLANTIC LINER BUILT IN AMERICA, 1872—THE OLD AMERICAN LINE STEAMSHIP "PENNSYLVANIA," LAUNCHED AT CRAMP'S SHIPYARD ON THE DELAWARE

Head of a noble fleet for its day—including the *Ohio*, *Indiana* and *Illinois*, this pioneer ship began the service between Philadelphia, Queenstown and Liverpool in May, 1873. For more than two decades she and her sister ships were the only merchant steamships to show the Stars and Stripes regularly in the ports of Western Europe.

THE EARLY AMERICAN MERCHANT MARINE



LAUNCHING OF THE "ST. LOUIS" AT CRAMP'S SHIPYARD ON THE DELAWARE

On June 5, 1895, the *St. Louis* sailed down the Delaware to enter the New York service of the International Navigation Company. Representing the supreme effort of the American merchant marine to enhance its prestige in the age of iron and steel ships she brought together a notable group at her launching, including President Cleveland and Secretary of State Bayard. Her eastbound record was 6 days, 10 hours, and 14 minutes.

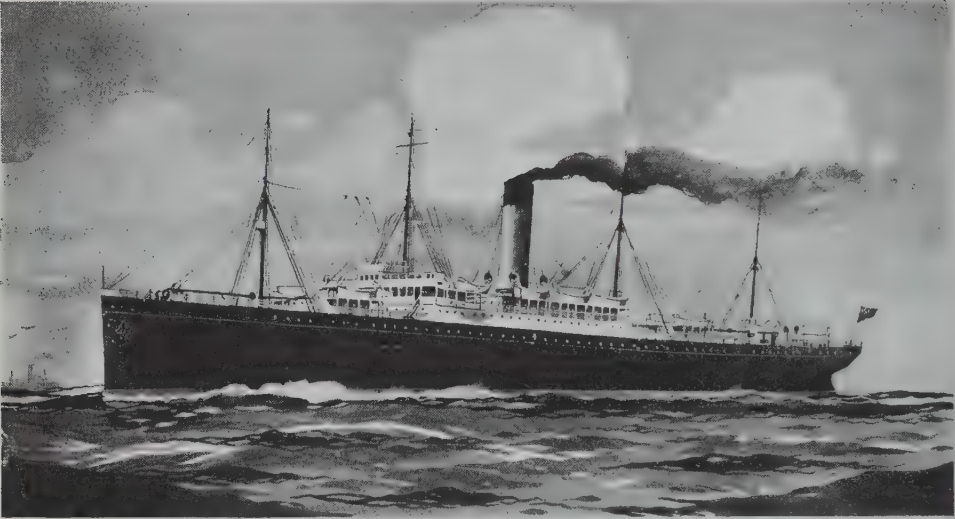
In 1872 Cramp's Shipyard on the Delaware began building for the old American Line, organized by the Pennsylvania Railroad Company in 1871, a noble fleet for its day—the *Pennsylvania*, *Ohio*, *Indiana* and *Illinois*, the first trans-Atlantic iron liners built in the United States. The *Ohio* was slightly larger than the rest of these boats, which registered each 3,126 tons, and were 375 feet long and 43 feet beam. Their two-cylinder compound engines produced an average speed of 14 knots. The *Pennsylvania* began the service between Philadelphia, Queenstown and Liverpool in May, 1873. The trips were made in nine or ten days. Back of the inauguration of this "up-to-date" foreign service on the Delaware, and outstanding as the brains of the movement to re-establish the prestige of American shipping was Clement A. Griscom. For more than two decades these four American liners were the only merchant steamships to show

the Stars and Stripes regularly in the ports of western Europe. Although successful at first in the effort to regain the position of maritime commercial power that our country had lost through the Civil War, these boats finally succumbed to the competition of subsidized British rivals.

CROWNING EFFORTS OF THE EARLY AMERICAN MERCHANT MARINE

A supreme effort of the early American merchant marine to enhance its prestige in the age of iron and steel ships was the building on the Delaware in 1893 of two more trans-Atlantic liners, notable in their appeal for passenger business. June 5, 1895, the *St. Louis*, built at Cramp's Shipyard, sailed down the Delaware on her first voyage, to enter the New York service of the International Navigation Company. The *St. Paul* left the Delaware October 9, 1895. Charles H. Cramp said to the American Society of

THE MAJESTIC DELAWARE



STEAMSHIP "HAVERFORD"—LAST AMERICAN LINE PASSENGER BOAT ON THE DELAWARE, 1924
Long popular with European summer travellers this famous old boat steamed down the Delaware for her last voyage to Liverpool, September 13, 1924.

Naval Architects and Marine Engineers: "The ships are American from truck to keelson. No foreign materials enter into their construction. They are of American model and design, of American material, and they are built by American skill and muscle." Registering 10,700 tons each, they immediately took front rank. The west bound record of the *St. Paul* was 6 days, no hours, 31 minutes. The east bound record of the *St. Louis* was 6 days, 10 hours, and 14 minutes.

In 1902 the Delaware saw the building of the *Kroonland* and the *Finland* for the International Navigation Company. Built

with an eye for comfort, and even luxurious in appointments, these boats were among the first eight or nine day boats, designed for large cargoes of freight as well as for passengers. They were twin-screw steamers, in length 560 feet, in depth 42 feet, with a gross tonnage of about 12,500. Both ships were lighted throughout by electricity, installed by the Cramps themselves.

Thus, in a period of thirty years, there were built on the Delaware River for the American merchant marine eight iron and steel trans-Atlantic liners, the only ones up to 1902 ever built in the United States.

Following the earlier efforts of the old



WHEN OLD SMITH'S ISLAND INTERFERED WITH NAVIGATION ON THE DELAWARE

THE EARLY AMERICAN MERCHANT MARINE



STEAMSHIP "PITTSBURGH" BEGINNING HER MAIDEN VOYAGE FROM PHILADELPHIA

American Line, the International Navigation Company and its successor, the International Mercantile Marine Company, maintained in recent years and up to the late war service between Philadelphia, Queenstown and Liverpool with the popular ships the *Haverford* and the *Merion*. In service with these were the *Friesland*, *Northland* and *Westernland*. During the war, the *Merion*, disguised as a warship and mistaken for one of the big ships of the fleet, was destroyed near the Dardanelles. The *Haverford*, leaving Philadelphia for her last voyage to Liverpool, September 13, 1924, was sold finally for junk.

The commissioning of the new steamship *Pittsburgh* for freight and passenger service, inaugurated so auspiciously on her maiden voyage from Philadelphia to Liverpool, via Boston, June 22, 1922, was unfortunately short-lived. Transferred to the New York-Bremen service, her last voyage to Philadelphia was made in November of the same year. Since that time she has been added

to the fleet of the Red Star Line and her name changed to the *Pennland*.

With the passing of these ships trans-Atlantic passenger service via the Delaware River was brought to an end. Contributory to this situation was the practical elimination, under the new immigration legislation, of Philadelphia as a port of entry for immigrants. The chief use of the United States Immigration Station, at Gloucester, N. J., is that of a house of detention for cases under delayed consideration and for foreign sailors who escape from their ships and attempt to remain in the country contrary to law.

The full history of the early American marine, even from the angle of the Delaware River, will remain unwritten until it includes the romantic story of the old shipping families and firms that have figured in its development. When the records of old Philadelphia ship owners and old Philadelphia ship captains are made public, there will appear new chapters in the annals of adventures in the merchant marine.



UNLOADING SUGAR AT ALMOND STREET WHARF, PHILADELPHIA, IN THE OLD DAYS OF SAILING SHIPS



FIRST IRON STEAMSHIP IN PHILADELPHIA AND BOSTON COASTWISE SERVICE—"SPARTAN," 1883
Marking the replacement of wooden steamships by the iron steamship the *Spartan* was the forerunner of a splendid fleet including the *Indian*, *Parthian*, *Grecian* and *Cretan*, all built on the Delaware at Wilmington.



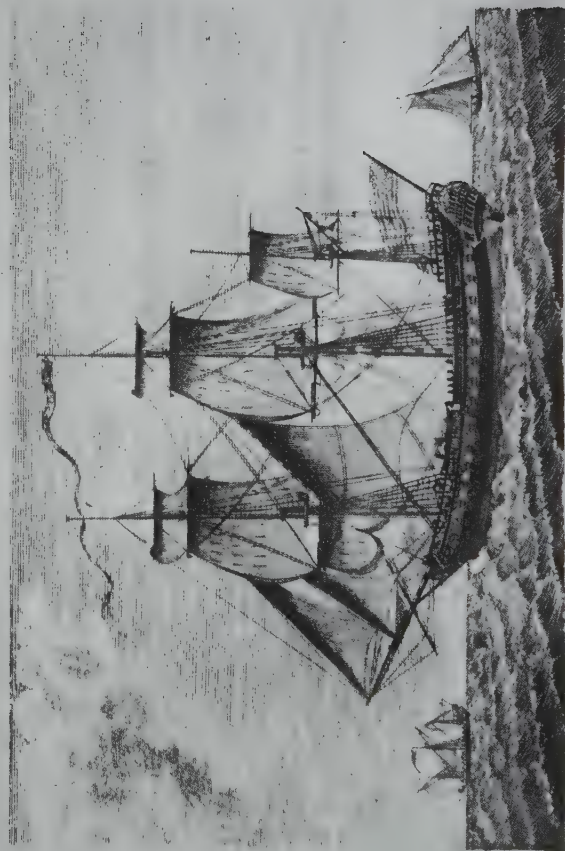
Courtesy of Director of Wharves, Docks and Ferries

THE HARBOR AT PHILADELPHIA AUGUST 12 1919



THE LIGHTHOUSE AT CAPE MAY POINT

For the American Universal Magazine.



FRIGATE UNITED STATES.

THE SAILING FRIGATE "UNITED STATES"—LAUNCHED ON THE DELAWARE RIVER, MAY 10, 1797

The shipyard of Joshua Humphreys at Southwark in Philadelphia witnessed one of the earliest national celebrations on the launching of this ship: Commodore Barry was her commander. It was the *United States* that captured the British frigate *Macedonian* in 1812.

VII

Shipbuilding on the Delaware

A ROMANCE for a book that has never been written could be found in the full story of shipyards and shipbuilding on the Delaware River. Here, however, can be given only a summary sketch of the great plants that have made the Delaware famous the world over, together with a glimpse of the masterpieces of naval architecture that have had their birthplace on its waters. Some part of the history of Delaware shipbuilding has been told in earlier pages.

IN DAYS OF PENN

Even so early as 1683, a letter written by William Penn says: "Some vessels have been built here and many boats." In fact, one of these boats was built for Penn himself by Charles West, who had a busy yard at the foot of Vine Street. Penn paid for his boat in part by a building-lot on which West's grandson, years afterwards, had his salt stores and wharf. Many a prow grew up in sight of the Penny Pot House, and many a jib-boom sprang across Front Street to the eaves of West's house, a two-story building on the northwest corner of Vine and Front Streets.

SHIPBUILDING IN THE REVOLUTIONARY ERA

Shipbuilding on the Delaware began to take on increased importance during and after the Revolutionary War. Of the thirteen frigates ordered by Congress under the law of December, 1775, four were built at Philadelphia: the *Washington*, 32 guns; *Randolph*, 32 guns; *Effingham*, 28 guns; and *Delaware*, 24 guns. From 1781 to 1790, under the Defense Acts of the Continental Congress, the register of foreign built vessels was permitted only when such ships were condemned as prizes of war. Records for this period show the construction of at least

162 vessels in Philadelphia shipyards, aggregating 18,000 tons register. Under the Act of Congress of March 27, 1794, "to provide a naval armament for the United States," Joshua Humphreys was called in to prepare drafts and models for all the ships authorized at that time, which included the *Constitution* at Boston and the *United States* at Philadelphia.

WHERE HUMPHREYS BUILT THE FRIGATE "UNITED STATES"

The outstanding yard of these early days on the Delaware was the shipyard of Joshua Humphreys, located on the river front below Old Swedes Church, a view of which has come down to us in a celebrated Birch print. Launched here May 10, 1797, just as Washington was retiring from the presidency, the frigate *United States* was the center of a spectacular celebration participated in by thousands, including the new President. Commodore Barry was in command of the new ship. The figure-head, carved by William Rush, the first native born American sculptor, represented the "Genius of America," with loose escaping hair and wavy tresses resting upon her breast. It was the *United States* that captured the British frigate *Macedonian* in 1812.

At this same shipyard in Southwark, November 28, 1799, Joshua Humphreys also launched the sailing frigate *Philadelphia*, presented to the new nation by citizens of Pennsylvania for the defense of commerce and forever memorable for the brilliant exploit of Stephen Decatur in the harbor of Tripoli.

It was Humphreys, and such men as his son after him, that proved in the early decades of the nineteenth century the supremacy of the Delaware in naval architecture. "Bal-

THE MAJESTIC DELAWARE



SHIPYARD OF JOSHUA HUMPHREYS AT SOUTHWARK, PHILADELPHIA, 1799

Here were laid the foundations for the supremacy of the Delaware River shipyards in naval architecture. At this yard were built the "Philadelphia" to protect American commerce and the "United States" to defend the Nation.

timore, Boston and New York, in the order named," says Henry W. Cramp, writing in 1893, "struggled along during this period, but far in the rear; so much so that Philadelphia constantly built East Indiamen for Boston merchants, Atlantic packets for New Yorkers, and coasters and coffee ships for the Baltimore trade, taking the cream of ship-building orders away from the shipyards of those ports by simple dint of superior skill and economy. One Philadelphia ship, the *Rebecca Sims*, of 500 tons, built at Kensington in 1801, made about 100 Atlantic passages between that date and 1823, and then, being sold to a New Bedford firm for whaling service, made eleven round-the-world

sperm and right-whaling voyages, until 1862 when she was bought by the United States and used as a coaling ship for the blockading squadron off Charleston." In 1807, the *Rebecca Sims* made a sailing record between Cape Henlopen and Liverpool that has never been eclipsed.

SHIPBUILDING AT THE OLD NAVY YARD

At the old Philadelphia Navy Yard at the foot of Federal Street, established on the site of Humphreys' yard in 1800, shipbuilding was always a feature.

At this yard was launched in September 1820, the ship of the line *North Carolina*, 74



Courtesy of the Historical Society of Pennsylvania

UNITED STATES SAILING FRIGATE "PENNSYLVANIA," 1837—ONCE "THE LARGEST SHIP IN THE WORLD"—BUILT AT THE OLD NAVY YARD, PHILADELPHIA, 1837



OLD PHILADELPHIA NAVY YARD IN 1837—EARLY SHIPBUILDING CENTER FOR THE AMERICAN NAVY

Courtesy of the Historical Society of Pennsylvania

SHIPBUILDING ON THE DELAWARE



FIRST SCREW STEAM WARSHIP—UNITED STATES STEAMSHIP "PRINCETON"

This ship was launched at the Philadelphia Navy Yard in 1843. She was designed and constructed by the celebrated Swede, Captain John Ericsson. She was the fastest ship of her time and famous in the annals of the Kane Arctic Expedition.

guns; in 1837, the frigate *Pennsylvania*, 120 guns, the largest ship ever constructed up to that date. Here was launched September 7, 1843, the *Princeton*, fastest ship of her time, and famous in the annals of the Kane Arctic Expedition. The steam-propeller sloop of war *Tuscarora*, launched August 24, 1861, was built in fifty-eight days, a feat never before equalled in Naval history.

It should be added regarding the *Princeton* that she was the first propeller steamer in the United States, as well as the first screw steam war vessel ever built. Designed and constructed by the celebrated Swede, Captain John Ericsson, her length was 164 feet over all; breadth, 30 feet, 6 inches; burden, 673 tons. She carried 31 guns.

AMAZING RECORD OF CRAMP'S SHIPYARD AT KENSINGTON

Founded in 1830, with an unbroken history down to 1927, Cramp's Shipyard at Kensington on the Delaware has an amazing record calculated to quicken not only local but national pride.

Founded by William Cramp when he was twenty-three years old, this company up to the death of its founder in 1879 had built 207 vessels. Many of these were among the famous ships of their period: the *Bridge-water*, *Manitou* and *Morning Light* among clippers; the *New Ironsides* and *Chattanooga* among warships; the *Pennsylvania*, *Ohio*, *Indiana* and *Illinois* among merchant liners.



Courtesy of McClos Galleries, Philadelphia

AN OLD VIEW ON LINOLEUM OF A SHIPYARD AT KENSINGTON

SHIPBUILDING ON THE DELAWARE



THE LAUNCHING OF THE "ST. LOUIS" AT CRAMP'S SHIPYARD

The building of the *St. Louis* and the *St. Paul* on the Delaware represented the supreme effort of Clement A. Griscom to restore the prestige of American shipping.

By 1910, the number of ships built at Cramp's Shipyard had increased to 366. Of these, as already pointed out, eight were trans-Atlantic liners, the only ones up to that period ever built in America. Thirty-six vessels in this formidable total were battleships for the United States Navy, many of them the most important ships in the national service. Among these were the protected cruisers *Baltimore*, *Philadelphia*, *Newark*, *Columbia* and *Minneapolis*; the armored cruisers *New York*, *Brooklyn*, *Colorado*, *Pennsylvania*, *Tennessee*; the first class battleships *Indiana*, *Massachusetts*, *Iowa*, *Alabama*, *Maine*, *Mississippi*, *Idaho*, *South Carolina* and *Wyoming*. A first class battleship, one protected cruiser, three corvettes, and one unprotected cruiser were built for the Imperial Russian Navy; a protected cruiser for the Imperial Japanese Navy; one

for the Imperial Ottoman Navy; and a gunboat for the Venezuelan Navy; showing how far-reaching has been the shipbuilding craftsmanship of the Delaware. It is not surprising to find Augustus C. Buell dedicating his *Paul Jones: Founder of the American Navy* to Charles Henry Cramp, "*Builder of Navies*."

When one remembers that the above list includes among the commercial ships the *St. Louis* and the *St. Paul*, as well as the *Kroonland* and the *Finland*, and over a hundred ocean steamers ranging from 1,000 to 12,500 tons register, besides steamboats, tugs and yachts, twenty-eight first class sailing vessels, and a hundred smaller craft for various uses, the diversity as well as the magnitude of production helps to an understanding as to why the Delaware has often been called the Clyde of America. The tech-



Courtesy of the International Mercantile Marine Company

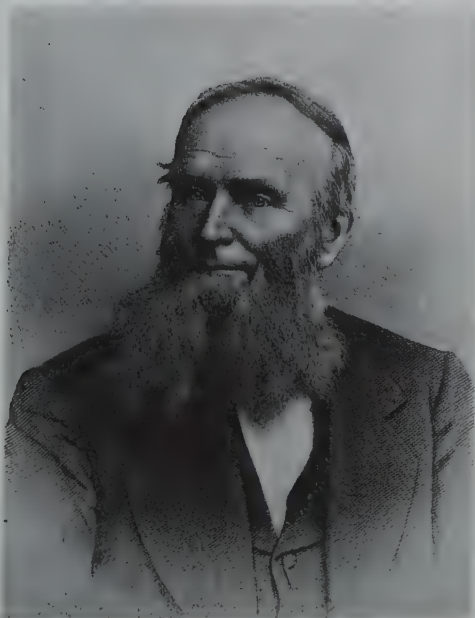
AMERICAN LINE PASSENGER STEAMSHIP "ST. PAUL," 1895—FOREMOST AMONG THE FIRST EIGHT TRANS-ATLANTIC LINERS BUILT IN AMERICA AT CRAMP'S SHIPYARD ON THE DELAWARE

SHIPBUILDING ON THE DELAWARE



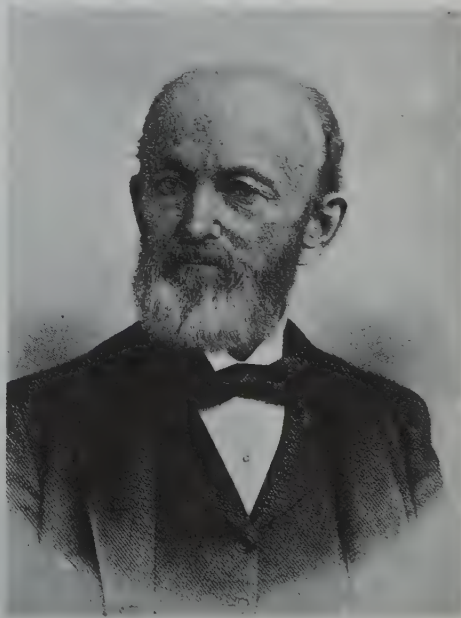
CRAMP'S SHIPYARD IN 1872

In this year Cramp's began building for the old American Line the *Pennsylvania*—the first iron trans-Atlantic line built in the United States.



WILLIAM CRAMP (1807-1879)

Founded Cramp's Shipyard at Kensington in 1830.



CHARLES HENRY CRAMP

Son of the founder. Sometimes called, "Builder of Navies."

THE MAJESTIC DELAWARE



THE SECOND UNITED STATES BATTLESHIP "MAINE"

By 1910 the Cramp's Shipyard had built for the United States Navy thirty-six battleships, many of them among the most important ships in the national service.

nical versatility of the Cramp's Shipyard is illustrated by the building of Jay Gould's yacht *Atalanta* in 1883, and the building for the New England Navigation Company in 1908 of the *S. S. Commonwealth*, still at

the head of the Fall River Line service between New York and Boston.

During the recent war Cramp's Shipyard, which in its later history developed into the William Cramp & Sons Ship and Engine



FALL RIVER LINE STEAMER "COMMONWEALTH"—BUILT ON THE DELAWARE AT CRAMP'S SHIPYARD

SHIPBUILDING ON THE DELAWARE



PENN STEAM ENGINE & BOILER WORKS

FOOT OF PALMER STREET KENSINGTON, PHILADELPHIA.

REARER, REAPER & CO.
ENGINEERS, MACHINISTS, BOILER MAKERS, BLACK SMITHS & FOUNDERS.

Specialties of high & low pressure Marine & Stationary Engines, Boilers of all descriptions, Propellers, Iron Rails, Water Trucks, Heavy & Light Forgings, Iron & Brass Castings, Copper, Lead, Tin, & all other articles of Iron, Steel, Brass, & Steamers at the shortest notice. Every facility offered for lifting heavy and light weights. Large Machine Shop & Blacksmith, are always prepared to build & repair Engines & Steamers at the shortest notice. Every facility offered for lifting heavy and light weights.

Thomas Kinney, Jacob G. Nease, John P. Long.

Philadelphia Nov 29th 1869

Respected Sir

We will take Your ^{Mr.} ~~the~~ ^{Thomas Sparks} haul
her up Cut her in two add to her forward
end 37 feet and put a stern of 50 feet
to the Bow end all complete ~~of~~ wood
work, Stakes, Plates, Fastenings &c &c same
as now in the ~~the~~ ^{the} ~~Lamck~~ ^{Lamck} Bothe Boats for the
sum of Six Thousand Five Hundred Eighty
Seven 5/100 dollars (\$6587 59/100) the whole
work shall be done in the best manner
and to Your entire satisfaction. Your
early Reply will greatly oblige

Cap^t R. H. Loper
Present

Yours for the
Kinney, Nease & Co

AN INTERESTING OLD TIME ESTIMATE FOR REBUILDING THE "THOMAS SPARKS"



A CRUISING BLOCKADER OF CIVIL WAR DAYS

SHIPBUILDING ON THE DELAWARE

Building Company, delivered to the United States Government 36 of 44 vessels launched: 3 tankers; 2 freighters; 6 transports; and 25 destroyers. Destroyer No. 155, *U. S. S. Cole*, reached the unprecedented high speed of 41.1 knots; and, owing to economic propelling machinery, all the destroyers were able to cross the ocean without re-bunkering. The *Great Northern* and *Northern Pacific*, built for passenger and cargo service on the Pacific coast, in connection with the transcontinental train service of the Northern Pacific Railroad, were taken over by the U. S. Government and used as transports during the war. The *Great Northern* holds the world's round trip record from New York to Brest and back in 12 days, 1 hour, 35 minutes. This boat made twenty trips through the war zone; completed 72,000 miles in ten months; and beat the *Leviathan* three hours in a 3,200 mile race from Brest to Ambrose Channel on the homeward leg of her eighth trip.

NEAFIE AND LEVY SHIPYARD

A near neighbor of the Cramp's Shipyard was the plant at Beach and Palmer Streets of the Neafie & Levy Ship and Engine Building Company, established in 1844. Known widely at first as the "Penn Works," this yard was operated until 1860 by the firm of Reany, Neafie & Co.

From 1844 until 1896, over 300 iron and steel boats were built at this old Kensington shipyard, while over 1,300 complete engines were constructed. Here was designed and built J. Pierpont Morgan's renowned steam yacht the *Corsair*; also W. W. Durant's auxiliary steam yacht *Utowana*. Innumerable ferry boats and ocean-going tug boats are part of the proud record of this shipyard. Notable for its engine construction, the Neafie & Levy Company built thirty-four steam fire engines, beginning with the famous steamer "Philadelphia," built in 1857 for the Philadelphia Hose Company, and the first steam fire engine used in the city of Philadelphia.

JOHN W. LYNN AT REED STREET WHARF

Well-known among old builders of wooden ships was John W. Lynn, whose shipyard at

Reed Street wharf was a happy playground for many a Philadelphia boy. When the Civil War broke out Mr. Lynn proved equal to meeting the Government's requirements, and October 2, 1861, launched the gunboat *Wissahickon*. The history of this boat, as furnished by the Navy Department for Frank H. Taylor's *Philadelphia in the Civil War* (1913), gives a laconic but stirring biography of a Delaware River war vessel:

"*Wissahickon*," gunboat, 507 tons. Commissioned November 25th, 1861; served with West Gulf and South Atlantic Blockading Squadrons; on active duty in Mississippi river, below Forts Jackson and St. Philip, passing forts with fleet, April 24th, 1862; engaged batteries at Grand Gulf, June 8th to 10th, 1862; passed batteries at Vicksburg, June 28th, 1862; engaged Ram "Arkansas" July 15th, 1862; engaged Genesis Point Battery, November 19th, 1862; engaged Fort McAllister, January 27th, 1863, and February 1st, 1863; assisted in the destruction of the Confederate Steamship "Nashville," February 28th, 1863; again attacked Fort McAllister, March 3d, 1863; engaged batteries on Cumming's Point, July 1st, 1863; engaged Fort Morgan, July 12th, 1863, and Fort Sumter, August 17th and 18th, 1863; took part in operations against Savannah, in December, 1864. Sold at auction in New York, October 25th, 1865.

JOHN ROACH'S SHIPYARD AT CHESTER

The famous shipyard at Chester known from 1872 until 1907 as John Roach's Shipyard was founded in 1859 by Reaney, Son and Archbold. Revived and continued in 1916 by the Merchant Shipbuilding Corporation, it went out of business in 1922.

Throughout its history this yard has maintained an enviable record. Here have been built 314 ships of most diversified type: passenger and freight ships; motor ships; oil tankers; steam yachts; barges; ferry boats; colliers; passenger sidewheelers; tugs; mine sweepers; cruisers; blockade runners; monitors; gunboats; dispatch boats; patrol boats; fireboats; and water boats. Conspicuous among the early boats built at this Chester shipyard on the Delaware were the *Cygnus*, *Cepheus* and *Sirius*, built in 1881 for the Iron Steamboat Company of New York City. The popular Fall River Line

THE MAJESTIC DELAWARE



JOHN ROACH—"FATHER OF AMERICAN
SHIPBUILDING"

From 1872 until 1907 John Roach's Shipyard at Chester made an enviable record. Here were built for the Old Colony Steamboat Company, the *Pilgrim*, the *Puritan*, the *Plymouth*, and the *Priscilla*.

boats—the *Pilgrim* (1882), the *Puritan* (1888), the *Plymouth* (1890), and the *Priscilla* (1893), were built here for the Old Colony Steamboat Company. The *Yale* (1906) and the *Harvard* (1907), later transferred to the Pacific coast, were constructed for the Metropolitan Line between New York and Boston. The last boat built at this yard was the Philadelphia City Fire Boat *J. Hampton Moore*, launched December 20, 1921.

ACHIEVEMENTS OF THE HARLAN & HOLLINGS- WORTH COMPANY AT WILMINGTON

Celebrating in 1886 the fiftieth anniversary of its founding, the old shipbuilding firm of Wilmington, the Harlan & Hollingsworth Company, required twelve pages of an elaborate volume for a bare enumeration of its constructions.

Between 1844 and 1887, the Harlan & Hol-

lingsworth Company built on the Delaware 232 boats of all descriptions and sizes. The first vessel off the ways, a steamboat of 300 tons, the *Ashland*, built for George W. Aspinwall of Philadelphia, was the first iron steamer in the United States to go to sea; steaming down the Delaware July 15, 1844, bound for New York. The third ship built by this firm was the *Bangor*, the first iron sea-going propeller steamer constructed in the United States (see p. 142). In *Some Account of Steam Navigation in New England*, Bradlee says that the building of this steamer "marks the beginning of a great epoch in the annals of American shipbuilding."

Almost all the early famous Delaware River steamboats and ferry boats have been built at Wilmington by this company: *Major Reybold* (1852); *John A. Warner* (1856); *Twilight* (1868); *Dauntless* (1875); *Columbia* (1876); *Republic* (1878); and others. Notable among the coastwise steamers were the Boston liners, beginning with the *Spartan* in 1883. During the Civil War were built the ironclad monitors *Patapsco* (1862); *Saugus* (1863); *Napa* (1863). Before, during, and after the Civil War, here also were constructed the successful "Morgan Line Steamers": besides wooden sailing ships and wooden steamers, transports, tenders, tugs, barges, etc., used in the Gulf shipping business, the Harlan & Hollingsworth Company built for Charles Morgan no less than 31 large iron steamers, a fleet of sea-going craft such as was never before owned by living man.

In the "high speed period" in shipbuilding, commencing about 1876, the Delaware played a conspicuous part. Built in 1876 for service on the upper Delaware River, the steamboat *Columbia* made 19 miles an hour. The Cape May excursion steamer *Republic* showed a speed of 20 miles per hour. The *Albany*, built for the Albany Day Line and the Hudson River route, made 27¼ miles per hour over an 80-mile course. The Morgan Liner *Excelsior*, built in 1882, then the largest coastwise steamer in the United States, made the proud record of 5 days and 45 minutes between New York and New



AN INTERESTING GROUP OF OLD TIME SHIPBUILDERS AT THE PLANT OF THE HARLAN AND HOLLINGSWORTH COMPANY, AT WILMINGTON



CAPE MAY EXCURSION STEAMBOAT "REPUBLIC"—BUILT AT WILMINGTON IN 1878

SHIPBUILDING ON THE DELAWARE



STEAMSHIP "BANGOR"—FIRST IRON OCEAN-GOING PROPELLER STEAMER BUILT IN THE UNITED STATES—A WILMINGTON SHIP OF 1843

Orleans, a nautical distance of 1,695 miles. In 1885 was built the Delaware River steamer *Brandywine*, which often made 20 miles an hour. The *City of Worcester*, *Cape Charles*, and the *Olympian* (which made 21.1 miles in her trial trip, and afterwards steamed around Cape Horn to Portland, Oregon, a sea-distance of over 18,000 miles, without a mishap) were among many other "racers" produced at Wilmington. Among pleasure craft the brilliant success of the *Meteor*, the first steam yacht, and of the *Mischief*, the first sailing yacht (1876-1879), should not be forgotten.

Occupying a plant on both sides of Chris-

tiana Creek covering 43 acres, the Harlan & Hollingsworth Company involved 168 distinct industries, trades and callings in constructing its ships. Begun in 1836 as Betts & Pusey, the firm underwent numerous changes until incorporated in 1867. Samuel Pusey, of the original firm, was descended from Caleb Pusey, whose home, built in 1683 and still standing at Upland, near Chester, often sheltered William Penn on his first visit to Pennsylvania. With the advent of the World War, this historic shipyard became the Harlan Plant of the Bethlehem Shipbuilding Corporation, and added new laurels to its record.





AN OLD TIME VIEW OF THE HARLAN & HOLLINGSWORTH COMPANY'S SHIPYARD AT WILMINGTON

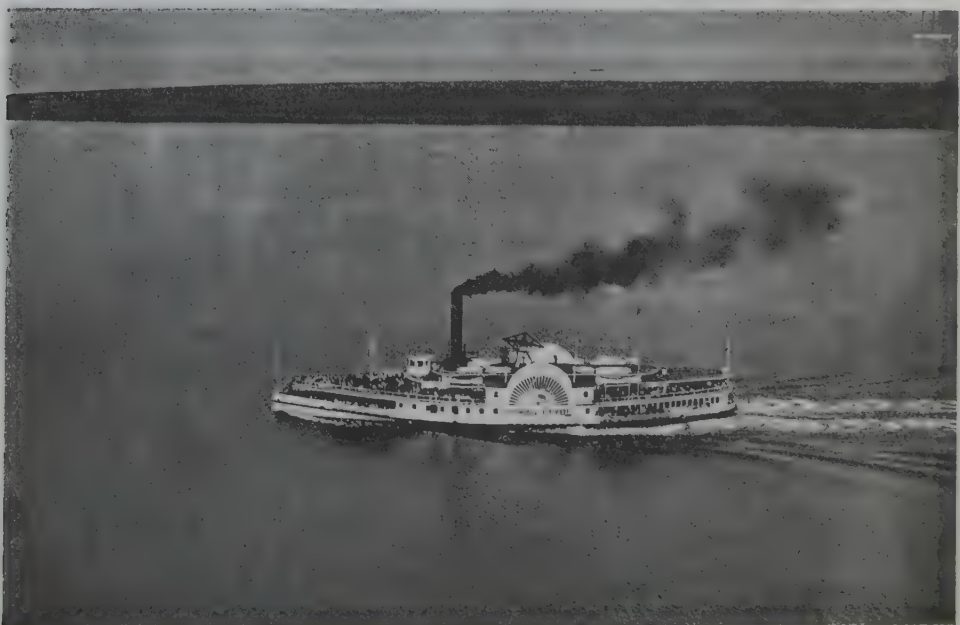


HARLAN PLANT OF THE BETHLEHEM SHIPBUILDING CORPORATION AT WILMINGTON AS IT APPEARS AT PRESENT

SHIPBUILDING ON THE DELAWARE



THE DREXEL STEAM YACHT "ALVEO"



THE OLD STEAMBOAT "THOMAS CLYDE" ON A RECENT TRIP DOWN THE BAY



THE BACKGROUND IS NEW YORK BUT THE ALL-POWERFUL NATIONAL PROTECTOR WAS BUILT ON THE DELAWARE RIVER

The most powerful type of first line battleship of the United States Navy and the fastest and premier ship of the Pacific Fleet, the *Superbattleship* *Idaho* was built on the Delaware River in 1919 at the plant of the New York Shipbuilding Corporation. She has a record speed of 21.6 knots, and a displacement of 34,759 tons.

SHIPBUILDING ON THE DELAWARE



DELAWARE RIVER PLANT OF THE NEW YORK SHIPBUILDING CORPORATION, CAMDEN, N. J.

During the World War this became the largest self-contained plant of its kind in the world.

SHIPBUILDING ON THE JERSEY SHORE

The first war ship ever built in New Jersey was launched May 15, 1862, at Bordentown. At Kaighn's Point, Camden, the shipyard of the John H. Dialogue Company was long famous for building tug boats and smaller river craft. During the World War, at Gloucester was developed the New Jersey yard of the Pusey & Jones Company. Along the banks of the Delaware River, between Camden and Gloucester, on the foundation laid by the New York Shipbuilding Company, there has grown up, as what follows amply shows, a plant with a marvellous thirty years' record.

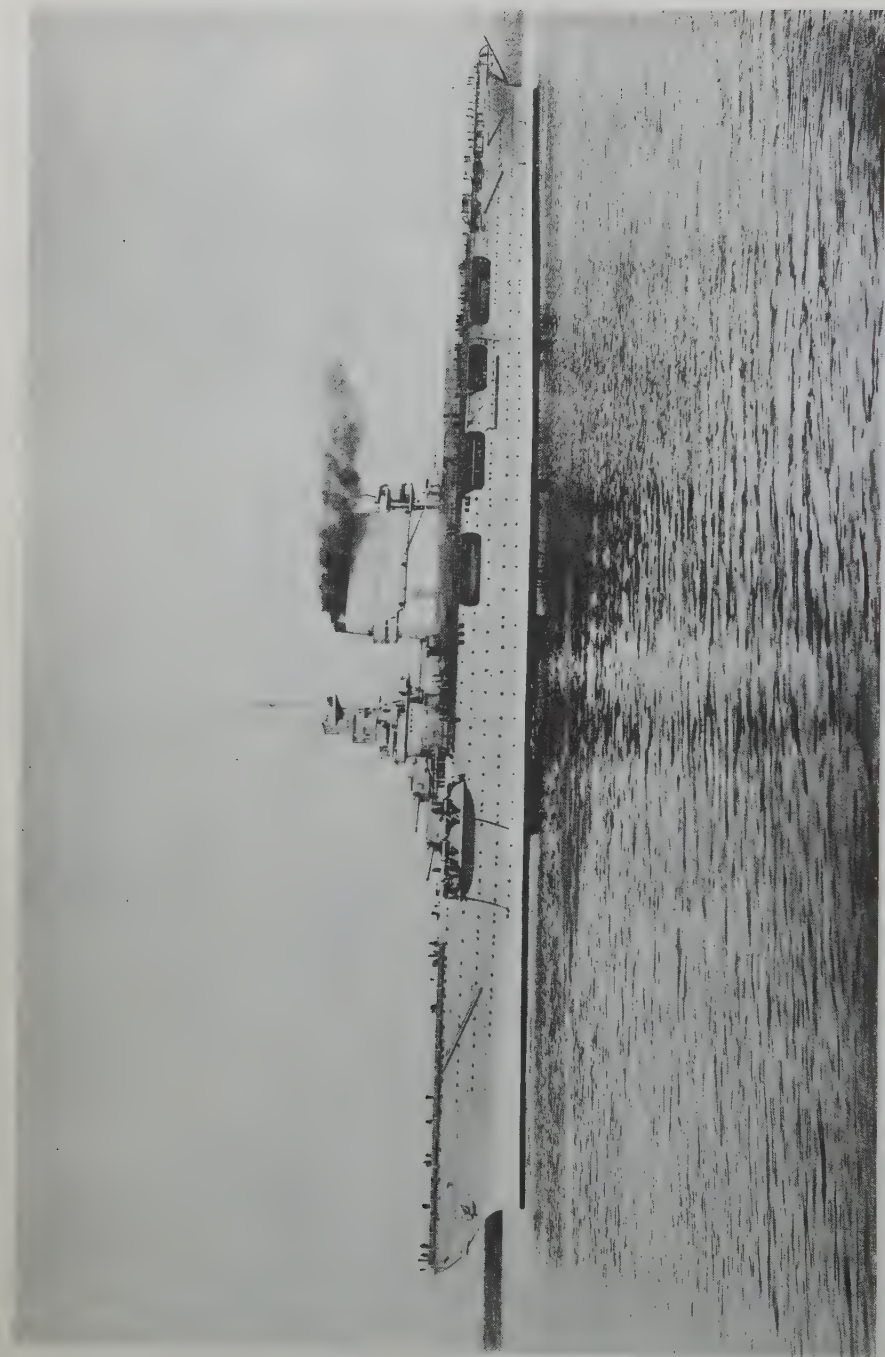
NEW YORK SHIPBUILDING CORPORATION

The capacity and majesty of the River Delaware as a shipbuilding centre has been demonstrated by the New York Shipbuild-

ing Corporation, whose plant on the Jersey shore in the southern part of Camden has done much to continue and advance the Delaware's primacy in ship construction.

Begun in 1899 as the New York Shipbuilding Company, organized by the late Henry G. Morse, this plant, under the impetus given to American shipbuilding by the World War, became the largest self-contained plant of its kind anywhere in the world. Five double, eight large single and ten smaller ship ways, backed by the most comprehensive shop facilities covering a tract of 160 acres, made it possible for this company to build entirely within its own yard any type and size of ship from collier to passenger liner, and from destroyer to superdreadnought.

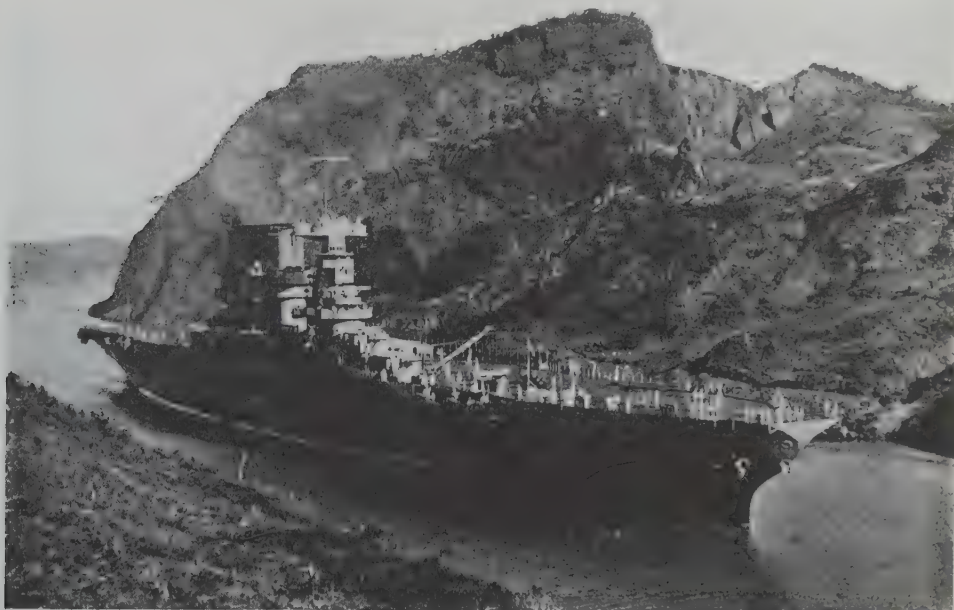
For the upbuilding of the American merchant marine out of this yard on the Delaware up to 1919 had come 67 merchantmen



GREATEST ACHIEVEMENT OF DELAWARE RIVER SHIPBUILDING—THE GIGANTIC UNITED STATES BATTLE CRUISER "SARATOGA"

Begun at the New York Shipbuilding Corporation's Shipyard September 25, 1920, this Super-ship of the American Navy was launched in April, 1925, and formally commissioned by the Government November 16, 1927. A 44,973-ton vessel, with a crew of 2,000, she can reach a speed of 33.6 knots. If stood on end in Broadway, she would overtop the Woolworth Building by ninety-six feet. Her cost was \$45,000,000.

SHIPBUILDING ON THE DELAWARE



THE "SARATOGA" PASSING THROUGH THE PANAMA CANAL

On passing through the Panama Canal February 4, 1928, the new airplane carrier had only two feet clearance on each side, the locks having a width of 110 feet.

of 503,418 deadweight tons, and 119 miscellaneous craft of 170,334 tons displacement; with 13 additional incomplete vessels launched and 23 ships under construction. The total has been increased since by over 200.

Notable among the passenger-and-cargo vessels found in this great output were the sister ships *Mongolia* and *Manchuria*, at first in the Far Eastern service of the Pacific Mail Steamship Company and afterwards on the trans-Atlantic schedule of the American Line. Some of the big freighters have been oil burners with a steaming radius of 9,700 miles. Twenty-two tankers, aggregating 183,561 deadweight tons, and twenty-two colliers, aggregating 60,928 tons, were put into service. Among these the 5,500-ton *Tuckahoe* gained fame for her speedy construction in thirty-seven days. Outstanding among the river craft built here on the Delaware are the two large sidewheel vessels of the Hudson River Day Line, the *Robert*

Fulton and the *Washington Irving*, famous for beauty of decorations and appointments and notable for size.

The record of warships built on the Delaware at the New York Shipbuilding Corporation plant is remarkable in number and kind. In the first twenty years of the yard's history were built 29 warships. During the recent war period the yard totaled thirty-nine destroyers. Among these naval vessels were ten battleships, including the United States Superdreadnought *Idaho*, the most powerful type in operation by the United States Navy, and the fastest battleship of the fleet. The first naval contract awarded to this yard was secured in 1903.

"SARATOGA"—GREATEST ACHIEVEMENT OF DELAWARE RIVER SHIPBUILDING

To the New York Shipbuilding Corporation goes the credit of the largest and greatest single achievement yet in Delaware River shipbuilding—the gigantic United States

THE MAJESTIC DELAWARE



THE STEAM COLLIER "TUCKAHOE"—BUILT ON THE DELAWARE IN 37 DAYS

A 5,500-ton vessel, this boat gained fame during the World War by her speedy construction by the New York Shipbuilding Corporation in thirty-seven days. Twenty-two colliers, aggregating 60,928 tons, were put into service by this shipyard at this period.



THE MAGNIFICENT HUDSON RIVER PLEASURE STEAMER "WASHINGTON IRVING"—A DELAWARE RIVER PRODUCT

Built to carry 8,000 passengers, this most popular river steamboat in the United States, was constructed at the New York Shipyard in 1913. Here, too, was built the S. S. *Robert Fulton* of the Hudson River Day Line.

SHIPBUILDING ON THE DELAWARE

Battle Cruiser *Saratoga*, built at a cost of \$45,000,000.

Begun September 25, 1920, the *Saratoga* was launched in April, 1925, and formally commissioned by the government November 16, 1927. With an armament of eight 16-inch guns, she carries a crew of 2,000. A 44,973-ton vessel, with four propeller shafts electrically driven, she can reach a speed of 33.6 knots. Her electric power plant is equal to lighting electrically the whole of Boston; and, besides running all its street railway systems, could in addition supply all its other needs for electricity. With a length of 874 feet and a beam of 105 feet, her great size has been designed for her distinguishing feature—an airship deck.

A floating airport, with a flock of planes numbering 83, the *Saratoga* (along with its sister ship the *Lexington*) is the most spectacular naval vessel so far built by any nation. If stood on its stern in Broadway, it would overtop the Woolworth Building by ninety-six feet. One English authority says: "Altogether, these ships represent the climax of American practice in applying electric power to warship construction." A catapult at the bow is capable of shooting the heaviest plane into the air at a flying speed after a run of sixty feet. Returning planes can hit the deck at the stern while moving sixty miles an hour and be stopped dead within 150 feet.

The *Saratoga* began her first journey down the Delaware River January 6, 1928. On her way to and through the Panama Canal to take up her position as flagship of the aircraft squadron attached to the battle fleet in the Pacific, she excited the wonder and admiration of the world. While thirty miles off Newport and moving at fifteen knots, she afforded a safe landing on her vast deck for the great airship *Los Angeles*, which is 680 feet long. On passing through the Panama Canal, February 4, 1928, the new airplane carrier had only two feet clearance on each side, the locks having a width of 110 feet.

LEAGUE ISLAND NAVY YARD—LARGEST DRY-DOCK IN THE WORLD

The largest navy yard in the world, the Philadelphia Navy Yard at League Island

is one of the wonders of the nation. South Broad Street; Philadelphia, runs through it, and has its terminus at the Delaware River.

The monster drydock of this Navy Yard is the largest in the world, accommodating vessels 1,000 feet long. Mammoth machine shops and gigantic ship ways are equal to providing the most exacting requirements of naval construction, repairing and equipment. The yard occupies 923 acres.

HOG ISLAND ON THE DELAWARE—ONETIME LARGEST SHIPYARD IN THE WORLD

With the World War came what seemed the climax of shipbuilding on the Delaware, the Brobdignagian plant at Hog Island, acknowledged at the time the largest in the world.

In the *New York Times* magazine of *Current History* for April, 1918, under the caption "The World's Greatest Shipyards," it was said:

"One of the romances of America's participation in the war is the establishment within a few months of some of the greatest shipyards in the world, one of them being actually the largest yet called into existence in any country. This is the Hog Island yard, on the Delaware River, near Philadelphia. Here, on a tract of land 860 acres in extent, the American International Shipbuilding Corporation, a subsidiary concern of the American International Corporation, has created what is virtually a city so large that it requires a water system as large as that serving Minneapolis, and as much electric power as is consumed by Providence, R.I."

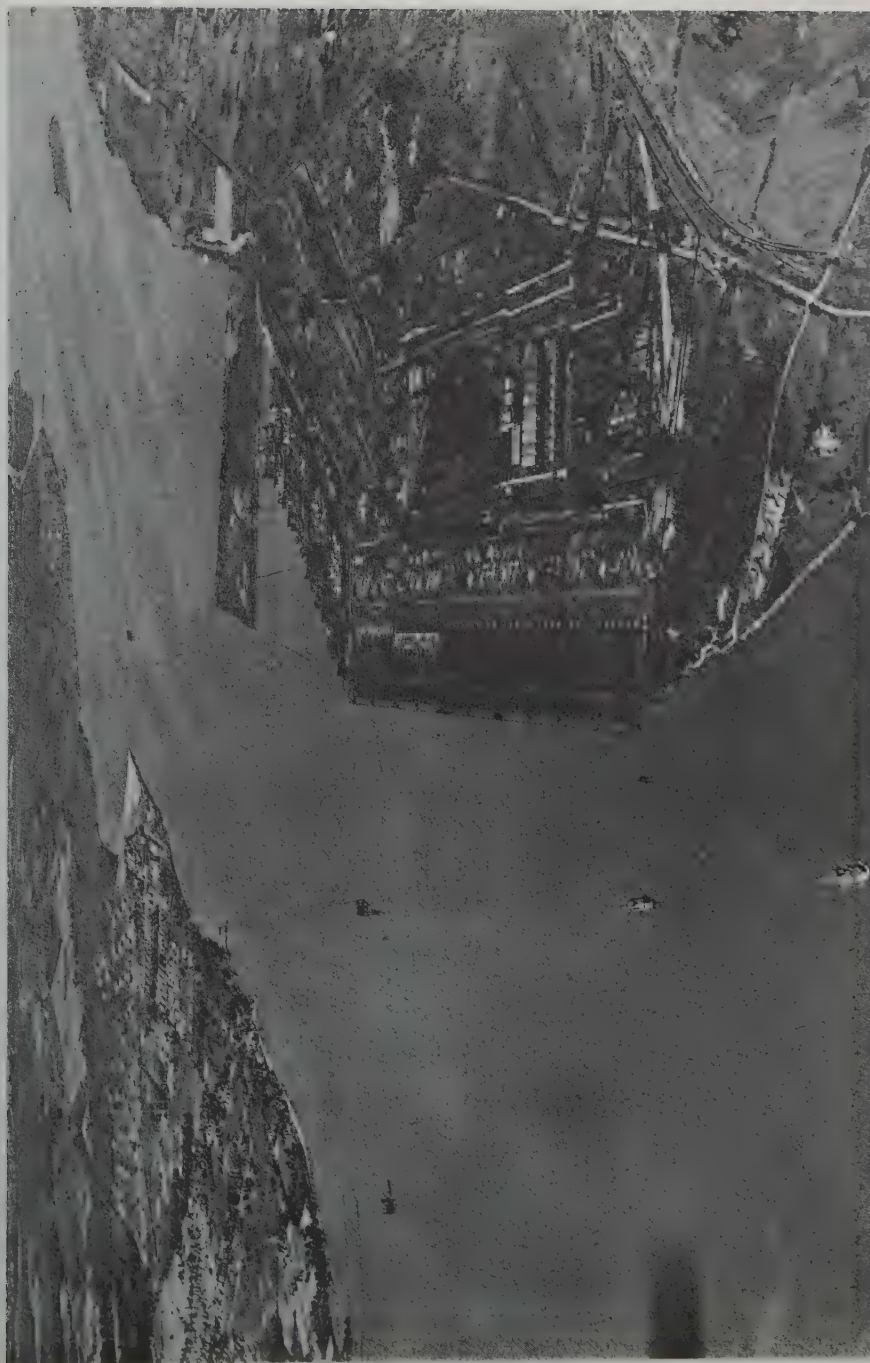
The fifty great ship ways that were constructed along the Delaware River front covered an unbroken space of a mile and a half, forming one of the sights of the world. Here were built 120 ships, totaling 935,000 tons, contracted to be built for \$167,000,000.

John Fitch's first practical steamboat—the *Perseverance*, and the United States Navy's last word in naval construction—the *Saratoga*, were both built on the Delaware River. What wonders of progress in national aspirations and achievements are registered between these two historic boundaries!



LEAGUE ISLAND NAVY YARD AND ITS MAMMOTH DRYDOCK

The Philadelphia Navy Yard is the largest Navy Yard in the world and its mammoth drydock is the largest drydock in the world.



THE DELAWARE RIVER AND HOGE ISLAND SHIPYARD—FIFTY SHIP WAYS STRETCHING FOR A MILE ALONG THE SHORE

THE MAJESTIC DELAWARE



BECALMED UPON A BREEZELESS SEA

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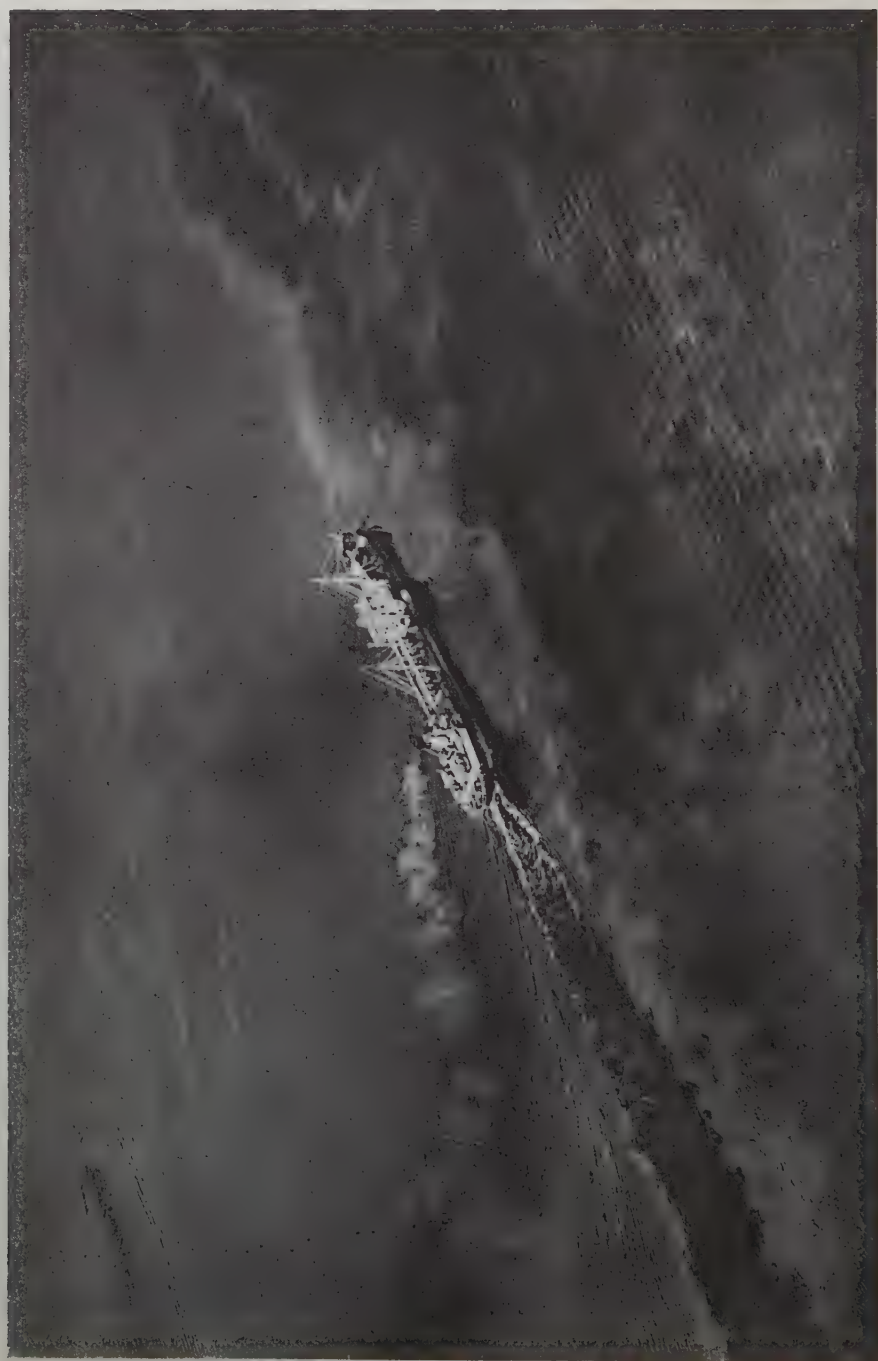
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Courtesy of Director of Wharves, Docks and Ferries, Philadelphia

ON THE DELAWARE AT PHILADELPHIA—THE ACME OF MUNICIPAL PIER DEVELOPMENT



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